

EUROPE IS NOW ON RIGHT ROAD, IS HOPE VOICED

(Continued from Page 1)

It is contended that a regional pact, limited to western Europe, could be signed without prejudice to the smaller states as was envisaged by Count Skrzynski.

At any rate, the British are not prepared to give a guarantee of a wide character. Naturally, the comment of the newspaper is considerably diversified, for the present discussions are regarded as absolutely vital.

France Willing to Leave
Rhineland on Conditions

PARIIS, March 7 (AP)—In connection with the talks now in progress between M. Herriot and Austen Chamberlain on the security question it is understood on the best authority that M. Herriot has assured Mr. Chamberlain that France is ready under certain conditions to evacuate the entire Rhineland in the near future. These conditions would be the granting of an effective security pact and the understanding that a strong control of armaments along the Rhine by the League of Nations would be provided.

The conversations between the two statesmen continued today, surrounded by an unusual amount of secrecy. The Foreign Office was reticent even as to the names of those invited to attend the luncheon given in honor of the British Foreign Secretary at the Quai d'Orsay this morning.

It was later learned that the guests at the luncheon, given by the Premier and Madame Herriot in honor of Mr. Chamberlain included all the members of the Ambassadors Conference, the Ambassadors of the United States, Great Britain, Italy, Belgium and Japan; Jules Cambon, General Nollet, the War Minister; Marshal Foch; Jules Laroche, of the

Foreign Office, and the former Premier, Aristide Briand.

The Polish foreign minister, Count Skrzynski, left for Geneva today reassured as to the French position on the proposed security pact with Germany. M. Herriot told him during their talks that France would not go into any pact that did not adequately protect Poland.

Both M. Herriot and Count Skrzynski favor another effort to keep the League of Nations security protocol alive, and the Polish statesman, as well as Aristide Briand, head of the French delegation, will work for the League Council in Geneva next week to that end.

After a two-hour talk with M. Herriot this afternoon, Mr. Chamberlain expressed himself as satisfied with the exchange of views. He thought there was no inherent impossibility of reaching a security agreement that would satisfy Poland and Czechoslovakia, as well as the other allies.

S. P. C. A. APPOINTS DISTRICT DIRECTOR

Appointment of Theodore W. Pearson as director of the work of the Massachusetts Society for the Prevention of Cruelty to Animals in four western counties, is announced by Dr. Francis H. Rowley, president of the society. Mr. Pearson's headquarters will be in Springfield.

In his monthly report, Dr. Rowley announces that during February officers of the society investigated 494 cases, examined 3312 animals, made 12 prosecutions, with 12 convictions, and took 67 horses from 120 members.

Membership is increased by about 4000 new names during the month.

From field workers and volunteers the American Humane Education Society received reports of 365 new Bands of Mercy in February. The total number of Bands of Mercy organized by the Parent American Society is 149,973.

LASTERS' WAGES REDUCED

BROCKTON, Mass., March 4—A reduction averaging 5 per cent on piece work prices paid to lasters in shoe factories of this city was announced today by the State Board of Conciliation and Arbitration.

EVENTS TONIGHT

SUNDAY EVENTS

Old South Forum: Free public address "Prohibition: Good or 'Vice'?" by Mrs. E. L. Webb, Wednesday, Associate United States Attorney-General, Old South Meeting House, 3:15.

Prohibition: Free public address by William D. Upton (D.), Representative from Georgia, opening seven-day speaking tour of State under auspices Massachusetts Anti-Saloon League, 3:30.

Hyde Park Baptist Church, 3:30.

One of the recommendations provides that the motor traffic board

AIRPLANE LINKS EMPIRE POINTS

Two British Ministers of State Make Official Trips to Irak and Palestine

By Cable from Monitor Bureau

LONDON, March 7—Two British

Ministers of State—L. C. M. S.

Amer, Secretary of the Colonial

Office, and Sir Samuel Hoare, Air

Minister—are taking advantage of

the opportunities offered by air traffic

for getting into personal touch

with outlying parts of the British

Commonwealth of Nations and are

making trips to Irak and Palestine

as the department of education may

prescribe.

of the Department of Public Works may expand a sum not exceeding \$10,000 for the purpose of producing and making available for exhibition motion picture films designed to promote public knowledge and to quicken public interest relative to the safe use of the highways and emphasizing the dangers incident to the carelessness of drivers.

The other recommendation provides that in each public school not less than 30 minutes per week shall be devoted to instruction in safety and accident prevention in such form as the department of education may prescribe.

PENMANSHIP EXHIBIT SHOWS SCHOOL PLAN

An exhibition of artistic patterns and pictures, executed by children in the sixth and seventh grades of the Boston public schools as a part of their practice in penmanship, was the feature of the New England Penmanship Association today in the State House Auditorium.

The patterns were of great variety,

many being done in colors, which were the chief attraction.

Most of the work was done in the free-hand, modern handwriting which is used in the Boston schools.

Miss Bertha A. Connor, director of penmanship in the city's schools, was the principal speaker at the session. Other speakers were Raymond G. Laird, headmaster, Boston Clerical School; Charles R. Weirs, president of the Direct Mail Advertising Association, and Charles L. Burrill of the Governor's Council.

PROHIBITION LEADER TO SPEAK AT HYDE PARK

William D. Upshaw (D.), Representative from Georgia, and widely known prohibition worker, will speak at the Boston Tomorrow meeting tomorrow morning at 10:30 on the various problems relating to the control, supervision, and regulation of motor vehicles.

One of the recommendations provides that the motor traffic board

SHIP "BLISTER" MAY SAVE POWER

(Continued from Page 1)

of years, but for the war, as during the war, anti-torpedo measures resulted in several warships having "blisters." These were bulges along the side, just about the water line. It was believed that these "blisters" would make the ships go slower, and the experts were at first to find they made practically no difference. In one or two instances they improved speed.

Meantime, experiments on frigates confirmed the advantage of these "blisters" and after the war the Hamburg-American Line built two passenger ships embodying the same idea. These are the Albert Ballin and Deutschland, which can be seen from time to time in New York Harbor.

The behavior of these ships set the experts thinking again about Haver's idea, and especially why, if one blister showed up all right on the Froude system, two blisters, which was really the Haver idea, not.

Those who were interested in the Haver patents thought so too and they determined to run a new series of experiments. This time they decided to have them carried out at Vienna. Other speakers were Raymond G. Laird, headmaster, Boston Clerical School; Charles R. Weirs, president of the Direct Mail Advertising Association, and Charles L. Burrill of the Governor's Council.

THURSDAY evening, March 13, in Symphony Hall, a recital by Eva Gauthier, soprano, assisted by members of the Boston Symphony Orchestra.

On the same evening, in the Women's Republican Club, a recital by Bertha Putney Dudley, mezzo-soprano.

THURSDAY evening, March 13, in Jordan Hall, a recital by Wellington Smith, pianist.

FRIDAY afternoon, March 14, in Symphony Hall, a recital by Mme. Schumann-Heink.

On the same afternoon, in the State House Auditorium, a recital by the People's Symphony Orchestra.

FRIDAY evening, March 14, in Steinert Hall, a recital by Carol Robinson, pianist.

SUNDAY afternoon, March 16, in Symphony Hall, a recital by Mme. Schumann-Heink.

On the same afternoon, in the State House Auditorium, a recital by the People's Symphony Orchestra.

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CHICAGO WATER PERMIT ISSUED

Lake Diversion Volume Conditioned on Big Outlay for Sewage Disposal

WASHINGTON, March 7—Conditioned on satisfactory progress in the construction of modern sewage disposal projects, John W. Weeks, Secretary of War, has issued a permit to the Chicago Sanitary District for the withdrawal of 8500 cubic feet per second from Lake Michigan up to Dec. 31, 1929. The conditions further contemplate reduction of the water withdrawal on a progressive scale to 4164 cubic feet per second or less by 1923.

The Secretary's decision was reached after recent hearings at the War Department, in which arguments were presented by both sides in the long-pending dispute between the district and states other than Illinois bordering the Great Lakes over lowering water levels. The district had applied for 10,000 second feet.

Estimated Cost \$54,192,000

To effect the reduction contemplated by 1935, the conditions of the permit involve as estimated expenditure by the district for sewage treatment works of \$54,192,000, to cover what will require additional bonding power.

Among other conditions stipulated in recommendation of Maj. Rufus W. Putnam, United States district engineer at Chicago, and approved by Maj.-Gen. Harry Taylor, chief of army engineers, the city is to agree to a \$1,000,000 general project to restore lake levels, and post a good faith bond of \$1,000,000. The Government is particular, however, not to commit itself to even the general proposition of such a project.

Other conditions are that the dis-

trict shall complete during the period of the permit plants for artificial disposal of sewage for a population of 1,200,000, as well as control works to prevent discharge of the Chicago River into Lake Michigan in time of heavy storms, and adopt a project for metering at least 90 per cent of its water service, to be put into effect at a rate of 10 per cent a year.

The permit is revocable at the will of the Secretary of War or well as to any further action by Congress.

Authority for Bond Issues

In transmitting the permit to Lawrence F. King, president of the board of trustees, Chicago Sanitary District, Mr. Weeks wrote:

"I cannot emphasize too strongly the importance of diligent and prompt execution of the conditions imposed. If it is necessary to increase the bonding power of the sanitary district from 3 to 5 per cent of the assessed valuation of the taxable property, or if increased taxing power is imperative, the requisite legislative permission should be obtained promptly."

Mr. Weeks' decision followed action of the Supreme Court upholding his right to control diversion of water from the Great Lakes under his authority to control navigable waters.

"This department has always held and continues to hold, that the taking of an excessive amount of water for sanitation at Chicago does affect navigation on the Great Lakes adversely, and that this diversion of water from Lake Michigan should be reduced to reasonable limits with utmost dispatch. I appreciate that the desired reduction cannot be obligatory but desirable, have been introduced.

A number of towns, notably Huntington, Sheffield and Sudbury, report radio sets. Pianos and phonographs are frequently provided. In Lancaster and Longmeadow, every school building has both. Ashland, Hamilton, Hopkinton, Lee, New Marlboro, Sheffield, Weston, and Wenham report their general use.

Many rural buildings are well provided with all pictures and some with statuary. A notable collection of works of art is to be found in the Palmer high school. The telephone is gaining its place in the schools, also.

With the newer consolidated school building programs the tendency to provide large lots is marked. Hardly a town reporting a new centralized school plant failed to mention the large playground as a distinct asset.

Russell, Wayland, Peppercorn Union, Shrewsbury Union, Reading Union, Hadley, Hatfield, Lancaster, Wenham, and other towns report lots and equipment as adequate. In some other places additional grants are on to provide more play areas.

One-room schools are usually behind the consolidated schools in this important feature of a modern school plant, but the Horn School in Dudley, a one-room rural school, has grounds graded and beautified in accordance with a landscape architect's plans. At Westford Center the Academy and William E. Frost elementary school have a joint playground of about two and one-half acres.

NEATH, WALES (P)

On the ground that they savored too much of "milk" the Boy Scouts and the Girl Guide movement were strongly condemned by the Welsh division of the Independent Labor Party at a conference here recently. A resolution was passed advising all Independent Labor Party parents to prevent their children joining either of these movements.

NEW YORK 1926 SHOW HOUSED AT 'PALACE'

Changes Planned Will Meet Demand for Space

NEW YORK, March 7—

New York's Automobile Show of 1926 will be held at the Grand Central Palace, members of the National Automobile Chamber of Commerce decided at their meeting this week.

The change to the armory in the Bronx section was made two years ago because space at the Grand Central Palace was inadequate for the requirements of manufacturers who desired to show a considerable number of models and second, because

the new trains will leave New York at 6:00 p. m. daily and St. Louis at 5:58 a. m. each day.

Washington—Satisfactory progress in the development of Haiti during the last calendar year was reported to the State Department today by John C. Russel, American big commission. The report showed that more of its foreign indebtedness than obliged to under contract, and increased imports and exports.

Seattle (P)—University of Washington library officials declared that producers of books in the days of Swift and Dryden put more durable bindings on their books than do modern printers, and that a good evidence is pointed out that one book published in 1683 and several issued shortly after that were on the library's shelves for circulation.

Honolulu (P)—Hawaii's most recent industry—the production of starch from canna plants—came through the past year with a total output of 22,000 cases, according to official figures.

London (P)—A job has been found at last for the former German floating lair, which has been berthed in the Mersey since being delivered under the peace treaty. The Admiralty has decided to send it to Malta for service in docking the capital ships of the Mediterranean fleet.

Sofia, Bulgaria (P)—Effective use of conscript labor is being made by the Bulgarian Government in reforestation. The program for this year covers virtually the entire country, and includes the Balkan Mountains in Bulgarian territory.

New York—The German Consulate-General has announced regulations governing reduction of passport visas to accommodate American tourists who enter Germany this year. This announcement stated that permanent visas for an unlimited number of tourists to Germany and the respective return trips for a period of six months would be issued for \$2. Visas good for a single trip into Germany and back with a four-week allowance, provided that entrances into Germany were made through a German port, will be issued for \$1.

Brescia, Italy—Seven thousand six hundred metal workers have struck for higher wages. Several small conflicts were reported between strikers and strike-breakers but none of them had serious results.

Liverpool (P)—The Cunard Company will commission three new liners during the coming spring and summer, the Carinthia, Alania and Ascania. The second and third class passengers will carry first, second and third class passengers and is intended for the Liverpool-New York service, with her first sailing in August. The Alania and Ascania, each of 14,000 tons register, carrying 1,400 passengers, will enter the company's Canadian service.

Schenectady, N. Y.—A steam ferry-boat, which plies the Ohio River between Jeffersonville, Ind., and Louisville, Ky., will be placed in operation about May 1, on the first Diesel-powered, electrically-driven side-wheeler ferryboat in America, under plans announced today by the General Electric Company.

CHRISTIAN SCIENCE LECTURE

The First Church of Christ, Scientist, in Boston Announces A Free Lecture on Christian Science

By GEORGE SHAW COOK, C.S.B.
Member of the Board of Lectureship of This Church

IN THE CHURCH EDIFICE
Plymouth, Norway, and St. Paul Streets, Back Bay, Boston

Monday Evening, March 9
AT EIGHT O'CLOCK
YOU ARE CORDIALLY INVITED

RADIO SERVING RURAL SCHOOLS

State Survey Shows Many Improvements in Educational Facilities

Enrichment of rural life as reflected by the public schools of the Commonwealth is making constant advancement toward that ideal set for the state by its educational commissioner, Dr. Payson Smith, to give equal educational opportunity to all its children whether living in urban or rural communities.

Noted in all lines, the professional training of teachers, better buildings, improved supervision, modern methods and curriculums, a recent survey of the rural schools of the State shows that many improvements, not obligatory but desirable, have been introduced.

A number of towns, notably Huntington, Sheffield and Sudbury, report radio sets. Pianos and phonographs are frequently provided. In Lancaster and Longmeadow, every school building has both. Ashland, Hamilton, Hopkinton, Lee, New Marlboro, Sheffield, Weston, and Wenham report their general use.

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WOMEN REPUBLICANS TO HEAR MISS RANKIN

The Vote as an Instrument of Peace, with Miss Jeannette Rankin of Montana, the first woman to be elected to the United States Congress, as speaker, is the subject for discussion on "club night" at the Women's Republican Club in Massachusetts next Monday.

At the Thursday morning meeting of the New England Society, Mrs. Winifred Holt Mather, one of the outstanding American women in work for the blind, will talk on the work for soldiers. Denis A. McCarthy, poet and editor, is to speak on the "Making," to be given on four consecutive Tuesday evenings, beginning March 31.

THREAD WORKERS TO STRIKE

WILLIMANTIC, Conn., March 6—Operatives of the Willimantic branch of the American Thread Company voted at a mass meeting last night to go out on strike next Monday morning in protest of the 10 per cent wage reduction which became effective Jan. 12 last. There are 2500 operatives in the plant and it is said that two-thirds of this number are organized. The vote was unanimous, according to labor leaders.

The change to the armory in the Bronx section was made two years ago because space at the Grand Central Palace was inadequate for the requirements of manufacturers who desired to show a considerable number of models and second, because

the new trains will leave New York at 6:00 p. m. daily and St. Louis at 5:58 a. m. each day.

Washington—Satisfactory progress

in the development of Haiti during the last calendar year was reported to the State Department today by John C. Russel, American big commission.

The report showed that

more of its foreign indebtedness than obliged to under contract, and increased imports and exports.

Changes Planned Will Meet Demand for Space

NEW YORK, March 7—New York's

Automobile Show of 1926 will be held

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EUROPEAN TREND NOTICEABLE IN AMERICAN MOTOR DESIGNS

Continental Refinements of Equipment and Speedy Lines Now Found in Average-Priced Cars—Many Mechanical Improvements Made

An impressive feature of the automobile show is the international aspect of the cars. Manufacturers have planned their models so that the price has been brought within the reach of the average buyer, but European refinements of design, equipment, and upholstery are provided. Especially in improvements in body design noted in cars selling between \$1000 and \$3000.

The Renault car is an outstanding exhibit from an international standpoint. Built like all the continental models bearing this name, this vehicle seems like a toy in many respects, but for performance is second to none in its class. It is distinctly streamline from the front of the radiator to the end of the body.

The open top strikes an American as extremely unconventional, and the airplane mudguards seem to raise the whole body off the wheels. The models are extremely interesting on account of the perfection of engine performance, but until the price comes within the small luxury car class, and the bodies are closed as the market here calls for, the likelihood of competition is small from this car as now built.

The New Franklin
Unquestionably a feature of the show is the new Franklin car. The whole appearance is traditional, instead of the inclined grille and rounded hood of other years, the straight radiator gives an impression of smartness and speed. The body design is actually planned after patterns brought to this country by De Causse, and exhibited for the first time at the Salon in New York a year ago. He is a Continental stylist of international reputation, and his designs always give speedy lines so desired in custom work. Head on, the hood with flat nickel bars, three in number, ending at the top in a nickel circle, is most pleasing. Although the weight of the car has been slightly increased in the new models, the 19 per cent gain in power in the series 10-C and 11 motors is more than enough to give quick acceleration and high road speed.

The Chevrolet, with Fisher bodies, is very much speedier in appearance than last year. The whole "look" has been changed. The frame has been strengthened; the dry plate disc clutch requires no lubrication; the rear axle of the banjo type is securely mounted on a third member and strengthened; the steering mechani-

ism is semireversible with worm gear; the windshield is one-piece V. V. type; while the painting is Duco finish. The assertion is made that 33 quality features distinguish this year's models.

Locomobile Junior

Following European practice in small cars, the Locomobile Junior is a smart little car, with six and eight-cylinder engines. The Eight is capable of developing 3 horsepower at 2800 revolutions per minute, although the cylinders are only 2 11-16x4. The six develops 48 horsepower at 2400 revolutions per minute with an L-head engine 3 1-8x4 1-4. Overhead valves and five bearing crankshaft follow Continental practice.

The new Wills St. Clairs six with overhead valves and camshaft has two new features. The air is cooled by water-jacketing the upper part of the crankcase. The water flows from the bottom of radiator by thin siphon circulation into a passage integral with one of the crankcase walls, while a passage at the rear of the crankcase waterjacket delivers water to the cylinder waterjackets. The oil spray from the bearings is thrown against the relatively cool walls of the upper half of the crankcase, and thus kept at a moderate temperature. The viscosity of the oil is therefore maintained, and as a consequence it is said was unaltered after a run of 2000 miles, with no carbon deposit. Another feature is the cylinder head with cam and valve mechanism removable as a unit. This facilitates the changing of cylinder heads when valve grinding and carbon removal is required, with no loss of time.

Among the Innovations

The Willys-Knight has a new type ribbed aluminum cylinder head which forces water around the firing chamber and eliminates splash knock entirely. This insures quiet, easy running.

The 1925 12-cylinder Overlander engine, with 3 x 4 cylinders develops 42 horsepower at 2600 r. p. m. Aluminum split skirt pistons are used in the construction. The camshaft gear is Textolite and the other two are steel. Lubrication is by pressure.

Increased power is developed in the new Rickenbacker six, which measures 3 1/4 x 4 1/4. The design is similar to the old eight, which has been so successful. Although it has a seven-bearing crankshaft and two flywheels, the new engine is 7 5/8 inches shorter.



Looking Down the Main Aisle Toward the Stage in Exhibition Hall, Showing Just a "Corner of the Big Show" and Just a "Peek" at the Decorations.

molded body rail and a polished aluminum drip molding just below the roof.

Motor Developments

The rear of the body is slightly rounded at the roof line, with the front end being more rounded, making weather proof material. Headlights and parking lights are tapered drum type. Curved hub caps and horizontal door handles are finished in nickel. Hood cowl and all body panels are finished in blue with an upper panel of black. Steel disk wheels are blue in color, ringed in ivory. Fenders, skirtings and lamps are black enamelled.

The motor is the regular six-cylinder, four-stroke cycle type. The bore is 3-16, stroke 5 inches. S. A. E. rating, 24.3 h. p. developing 50 h. p. at 2000 r. p. m. The brakes are service, external contracting; with an emergency pair, internal expanding, acting on 15-inch drums on rear wheels. Both brakes have 2 1/2-inch face.

The new Peerless equips eight in a quality design. Seven models are offered, built around the engine ranging from the four-passenger tourer phaeton to the seven passenger sedan. The most striking part of the new car is the distinctive radiator, hood and cowl lines. The headlights are made of nickel alloy, that requires no plating and only occasional polishing to preserve its lustre.

There are two controls, one for city driving and the other for permissible road illumination. The new type of tail light, resists an automatic stop signal when applying the brakes, a back up signal when in reverse gear, and serves as a license plate holder.

The equipping is accomplished by the co-ordination of a new counter balanced crankshaft with synchronized gear. The operation is very smooth. The new motor of this attachable head type with combustion chambers completely machined, insuring uniformity of cylinder pressures. The torque-arm is another factor conducive to equipoise. The starting motor produces a torque of 34 pounds feet, surpassing in this respect some of the custom designs in Europe.

New Coach Designs

Cadillac in the V-6 series has produced a new coach which will compare favorably with the closed designs in the rest of this line, at a price low enough to attract attention from buyers who like quality.

The body seats five passengers comfortably and is Fisher designed.

Artillery wheels with natural wood finish, two doors, trunk rack, nickel trimmings and hardware, and mohair plush upholstery, are a few of the features of this car.

A new coach has also been added to the 1925 Chandler line, which is built along custom lines. This model is finished in luxor blue Duco; has full balloon tires; rear view mirror mounted inside; a V. V. type automatic windshield, with automatic cleaner, and aluminum barred trunk rack. The body is mounted on the regular Chandler chassis. A new carburetor for the motor has been adopted for 1925, which enables the engine to make a quicker start and warm up promptly.

The brakes are Lockheed hydraulic external contracting on all four wheels. The emergency brakes are external contracting on drum transmission shaft. Pistons are aluminum alloy, bridge type, with slotted skirt design. The oil is cleaned and cooled by circulation through filter on dash. The high pressure system of lubrication is used on all Chrysler models. Chrysler cars have a high-priced custom look. Bodies are distinctively streamline, and are color separated by a molding line which brings the two tonings into a blending angle which makes them most pleasing to the eye.

Improved Body Lines

The new club coupe is the 1925 leader of the Maxwell line. Without sacrificing any space, there seems to be more room for equipment and baggage in the new car.

This car is a four-cylinder job, and is said to be capable of getting 25 miles to a gallon of gasoline, developing 38 m. p. h. and gaining speed from five to 25 miles in eight seconds. The doors have been widened to 36 inches, and are sprung on true hinges, which prevent sagging. The windows are crank regulated. The windows are crank regulated. The regular four-cylinder engine is used for this model.

In America the Marmon car built around an engine similar to the one employed by the Hispano-Suiza regular road model is said to be the fastest controlled eight in the world. All the way through this car the Spanish influence is noticed. The four-wheel hydraulic brakes are external contracting, with 17-inch drums. The lighting is ingenious, illuminating every necessary part of the car when needed. The engine is six cylinder, cast in three. The chassis is of 136-wheelbase.

Refinements for 1925 include improved valve mechanism oiling; improved carburetor by including the intake manifold in the header casting; a steering gear designed especially for balloon tires, expensively made springs with leaves polished on both sides for maximum spring action and comfort; increased cooling efficiency due to larger radiator with greater water capacity and corresponding increase in radiation; and gas tank on the rear to allow extra body room.

The Hupmobile is specializing on fours and eights this year. In line with European practice it has the shortest, most compact eight in line engine ever built. This means that it can produce more power per cubic inch of piston displacement than a

A Sure Sign of Spring—The Automobile Show



will not overflow splashers plates. All oil adjustments are made outside of case.

Four wheel brakes are optional, the Lockheed hydraulic brakes being recommended. Wheels are of the one-piece windshield, operated by crank. Steering gear is semireversible split bronze nut and steel work with large adjustable ball-thrust bearing to take up wear.

Last year wheels pointed with pride to the disk wheels, which were part of the regular equipment on all their models. Quite the reverse is the case this year. Artillery wheels, with 12 wooden spokes and nuts, are regular equipment on most of the cars. Disk wheels are optional.

On light cars especially the tendency has been to return to the old style wood wheels. Open wheels absorb much of the road pull, but with the closed wheels there is no chance for the sheet metal to take this up without pulling the car almost off the road.

The rear axle is the full floating type. The drive is through single, large, automatically lubricated universal joint and fully inclosed propeller shaft, through spiral bevel gears in rear axle. Four-speed gear box, three forward and one reverse. Multiple disk, dry-plate clutch. All closed models equipped with one-piece windshield, operated by crank. Steering gear is semireversible split bronze nut and steel work with large adjustable ball-thrust bearing to take up wear.

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Great Improvements Noted in All Models of 1925

Engine, Accessories, Fittings, Tires, Radiators, Upholstery, All Attract Attention—New Lines and New Designs Plentiful

For the person who is "looking for something new," this year's automobile show will more than fill his expectations. Modernity is the real feature of the exhibition. From engine to the tiniest accessory, great advancement has been made. Even a change in the color plans are noticeable.

Instead of a prevalence of delicate pastel shades, such as were used a few years ago, with nothing to relieve them, the present style is two-toned color scheme, each color separate in tone, yet with practically the same value.

The prevailing design for bodies this year is distinctly streamline. From the front of the hood to the rear of the body a molding is run which divides the upper and lower portion of the body just enough to take away unnecessary roundness. While the ground color above and below the line is almost invariably the same, the tones are either lighter above and darker below, or darker above and lighter below, both being in perfect harmony. The effect is more pleasing and takes away from that dead, flat look which has been observable in quantity production.

The pyroxylon finish for bodies has been adopted by most of the large automobile manufacturers. The old style painting and varnishing methods have been almost entirely superseded by this new process. In a way this is one of the most revolutionary developments ever made in the history of the motor industry.

Change in Radiators

As a general rule the cars for this year are somewhat similar in design. The most common style is a radiator with corners which carries the molding line of the hood and body.

This effect is after the plan of the European custom jobs made in France and Italy. The sharp or semi-sharp radiator and hood are shown on almost all the new cars. When the radiator is rounded, the general style is to set molding on the side to get a streamline effect. All the manufacturers are seeking speedily body lines with comfort worked into them in construction at the sacrifice of grace.

Cars are getting lower every year. This is in line with the policy of lowering the cushions so as to obtain the maximum of comfort under all conditions. The most satisfactory job in a closed vehicle for 1925 seems to be a long wheelbase with a low set body, and deep roomy cushions.

The prevailing fashion heretofore has been to set a closed job, much higher than an open one, due to the close ness of construction. Balloon tires have made clearance space absolutely necessary, which means wider, lower bodies, with a throw back on the body to set the steering wheel nearer the point of vision on the road.

Closed cars in all the various types predominate this year. Open jobs have been replaced with the coaches, which are due to have a very big year. They are just roomy enough to carry five people comfortably, and have all the style and comfort of the sedan without being priced so high.

One-piece windshields are almost universal on both open and closed jobs for 1925. These work on several principles, some opening automatically with a rotator, others pulling out on inclined rails in fair weather, while the majority are dependent on standard style ventilator in cowl.

New Windshields

A custom job, built after a wrench and Belgian design, shows a hinged windshield, set obliquely on side rails at an angle sharp enough to control the weather conditions, yet in no way in the driving focus. Inside these rails are rounded glass panels, which give a perfect view in both side directions and also control the road in front. Automatic wipers keep the glass clear at all times.

Another car has a diagonally built windshield, with the post in the center and the side glass built back to the body in either direction. This is an attempt to do away with the side posts which are the cause of so much driving annoyance. Straight ahead the post would seem to be in the way, but inasmuch as most drivers keep the window open on the left, the road vision is not obscured.

Radiators this year are more elaborate in design than ever before. Cut-out effects make them distinctively individual. Instead of the radiator being the last thought in the mind of the designer, jobs this year have kept the radiator foremost at all times. Nameplates and monograms are set up so as to accentuate the name of the car on the road. Color backgrounds for the nameplates are more numerous on the 1925 models than in any other year. Most of the radiators are built with aluminum nickel plated. Aluminum is being used for exterior refinements, following European practice.

Leather upholstery has been almost universally replaced by fabric on closed cars. Mohair or velour in solid color, and quiet patterns are used as a general rule, with some cars using a combination of Bedford cord and cloth. In open cars Spanish leather is still the most acceptable covering, as it resists the weather and keeps its shape better than anything else now standard.

Luxurious Fittings

Some of the imported cars are showing exceedingly luxurious fittings in their closed models. One car in particular is finished in gray with a blue stripe. Silver mirrors, and other luxuries complete the interior scheme. A quick glance and one would think of a French salon, so similar is the plan of color and settings.

Other years ornaments of different woods and metals seemed to be an afterthought on the part of the body builders. This year everything from the watch on the dashboard to the trunk rack follows the lines of the car itself and blends with the complete picture. Nothing detaches itself from the rest of the vehicle, but all the different refinements fit into the general scheme of construction.

Sedan bodies are the most prominent this year. They seem to have

there was a shortage of automobiles at this period of the year.

Manufacturers in 1924 determined that this would not occur again, it is explained, and hence built up too large a surplus of cars which brought out generally unsatisfactory conditions in the automobile industry last year. According to Mr. Willys, at the present time inventories at virtually all motorcar factories are low and the stocks in dealers' hands scant. He believes that this year the public will be seeking more automobiles than will be available.

OPERATING GARAGE OWNERS ORGANIZING

Improved Service and Protection of Public Purposed

As usual sport models command attention in any company. They have an individuality all their own. The most common type for 1925 shows a single seater for two persons, with a dickey seat in the rear which is concealed when not in use. Under the front seat, with an individual door on the side of the body, is a compartment for golf sticks and luggage. In some cars a light automatically appears when the door opens, thus keeping the interior of the compartment clear to the vision.

Disk wheels are almost in universal use by medium-priced cars and sport models. These are made of wood in the natural colors, aluminum and steel. Where the body color is matched in the wheels, the effect is most pleasing. An outgrowth of the solid disk wheels is the perforated style, with the aluminum set into the hub spoke, narrow at the base and much wider at the point of contact with the rim. Another style is solid aluminum with cutouts parallel with the rim all the way around.

Many of the higher priced cars are using wooden spokes as part of their regular equipment, only using disk wheels when specified by the customer. On certain European models, wire wheels seem to be a thing of the past, not being able to stand up under American road tests.

On account of the almost universal use of balloon tires which call for a certain amount of accurate steering beyond the requirements of ordinary tires, steering posts have been set in a ball bearing bed which reacts instantly to the driver. This post is placed so that the wheel comes very close to the windshield, thus giving the driver more leg room under the hood. He is also enabled to feel out the road quicker, by being nearer the driving point of contact. Sometimes a small car can cut in on a large vehicle, and get away without being noticed, but where the vision is clear all along the line, the car which belongs to the road holds the right of way without confusion.

Eight and Sixes

Many of the medium priced cars are showing "eight in line" models which seem to be in for a good year. In Europe engines with eight cylinders in line, have proven themselves to be practical, but up to now certain American manufacturers have been loath about adopting them for general use. This year, however, most of the models for 1925 in the \$1000-\$2500 class are showing a very complete line of eight.

Sixes still have the call in the luxury class cars. Over a period of years they have proven themselves right for this particular trade, and manufacturers see no reason for making a change, until customers demand it. Fours are popular only in the lower priced cars for 1925, being powerful enough for ordinary requirements.

Realizing that women are becoming more and more proficient every day at driving automobiles, manufacturers have designed their cars this year with this thought in mind that the refinements of yesterday are absolute necessities today. For instance, the multiplicity of levers, buttons, cranks and other mysterious wheels and accessories, which took up good driving space, have been almost entirely eliminated. One glance at the gauge and the oil pressure is read instantly. If it is low, step on button, and the chassis is lubricated almost instantly.

Just Press a Button

Press a button, and the whole car is brilliantly illuminated. The engine does everything but talk to the driver, and if it is not functioning perfectly, the reaction is felt without climbing down under the car to find out where the trouble is located. The engine itself is so simply that each part can be removed from the outside by merely lifting the hood.

The novelty in windshields is made in one piece with a double hinge along the top edge, which allows it to be raised vertically a short distance and then to be tilted outward. The vertical movement uncovers a ventilating slot across the base. Two eccentrically mounted levers, one at each side, furnish the means of moving the wind shield.

Most of the cars have four doors, two on each side. Some, however, use two doors, one side, in a sport model body, with room for four passengers. The four-door idea is most practical for everyday use, and no doubt will be very popular in the medium priced class, which forms the bulk of the American business. The body being set low and far back from the front of the car, absolute ease of driving is insured.

NEW USE FOUND FOR HOOD COVER

Where difficulty is experienced in starting a car after washing it automobile experts have pointed out this suggestion to remedy the condition. While washing the car much water is thrown through the open radiator and the side vents of the hood into the engine, particularly on the ignition wiring and also around the carburetor.

By placing the radiator cover, which is used in the winter to protect the engine from the cold, over the radiator and engine head, the hose can be used as liberally as desired without endangering the electrical system or the carburetor.

UNDERPRODUCTION OF CARS PREDICTED

An underproduction of automobiles this spring is predicted by John N. Willys, president of the Willys-Overland Company, who has expressed the opinion that the cautious manufacturing policies will result in a situation where there will not be sufficient cars to meet the spring demand. In 1922 and again in 1923

MOTOR BUSES GAINING FAVOR IN RAIL SERVICE

Big Savings Effected in Supplanting of Trains on Many Local Lines

There are approximately 50,000 motorbuses in use in the United States. During the last year more than 12,000 were placed in service. The increasing use of this form of transportation by railroads, both steam and electric, has been a very important factor in the rapid development of this industry.

At the first of the year approximately 200 electric lines were using nearly 3000 motorbuses to supplement mail service, an increase of 150 per cent as compared with the number of omnibuses operated by electric roads in 1924.

A large number of the responsible garages in Metropolitan Boston have already signed preliminary organization cards, and it is expected that the majority of the reliable garages in eastern Massachusetts will be enrolled on the books of the association at its first annual meeting, which will be held at Hotel Lenox next Tuesday afternoon at 2 o'clock.

Among the sponsors for the new organization are Col. George W.

Bunnell, Corey Hill Garage; Glenn S. Whitham, Charles Street Garage; D. H. Palmer, Palmer-Palmer Garage; Frank R. Ring, Edwin A. Avenue Garage; Harry Marvel, Longwood Garage; J. A. Levin, Homestead Garage; J. S. Rosen, Lenox Garage; H. Ross Maddocks, Commonwealth Motor Mart; David Wolfson, Elmwood Garage; Charles N. Durgin, Durgin's Garage; H. W. Orr, Newtonville Garage; Harry Smith, Grove Hall Motor Mart; William H. Young, Young's Garage; C. B. Yule, Yule's Wollaston Garage; F. W. O'Rourke, Owen's Garage; D. J. Walton, Walton's Garage; Carl A. Lillemon, Kenmore Garage, and many others prominent in the garage business. Day Baker has been appointed legislative counsel and sec-

retary. All are very comfortable, being cushioned with low pressure tires.

So many types of buses are coming on the market, it is hard to know which is the most practical.

One of the latest is the Reo sedan bus, which has three compartments, the first or front one for the driver, and the second and third for passengers.

The second compartment has seats built along the sides of the car facing one another, somewhat on the style of the seats on the limited cross-country trains. Thus passengers may play games while speeding along the highway. Flush dome lights are used for lighting the interior, thus insuring perfect illumination at any time.

AWARDS FOR SAFE DRIVING PROVIDED

Taxi Company Offers Prizes for Best Monthly Records

Inauguration of the "Checker Gold Star Driving Plan," by which operators with perfect driving records will be rewarded, was announced today by Frank Sawyer, president of the Checker Taxicab Company. The details of this project will be handled through a new department established to bring about increasingly careful driving on the part of the company's drivers, and to protect the patrons of this service. J. R. Clegg has been placed in charge of this work.

"We have divided our organization of 500 drivers into groups of 10 men, each group being supervised by a Gold Star driver or captain. The plan is operated on a monthly basis. The 10 men having the highest standing at the end of each month are rewarded on a generous cash basis.

In Massachusetts the Eastern Massachusetts Railway operates motorbuses on short and long hauls. From Boston to Lowell one of the overland omnibuses is operating every day, and other parts of the system are being covered in like manner. The Boston & Maine Railroad is the latest convert. During the summer of 1924, this line replaced its train on short runs between South Ashburnham and Ashburnham, Mass., with a motorbus, which has proven itself profitable. Surveys are now making to determine the practicality of extending the motor system.

More than 500 motorbuses transport tourists through the national parks in the west, in Florida nearly 50 bring prospective buyers of real estate to and from the developments.

Factories throughout the country are using omnibuses to carry their employees to and from work. In many cases where it was necessary to build plants in places where living conditions are not of the best, the employees may now locate their homes far enough away to make for comfort.

All through the west interurban busses are operating. From Seattle in every direction big cars capable of seating as many as 50 people at one time, operate very successfully.

Down through California and along the southern route they are constantly moving passengers from city to city. In the east motorbuses are scheduled between the principal cities from Buffalo down to Miami. Some are capable of very high



Why there are more than a million Buicks



There would not be more than a million Buicks in active use today if Buick had not, through the years, produced a motor car of unvarying and superior quality. In every detail, every Buick is an example of how well a motor car can be built.

NOYES BUICK COMPANY

New England Distributor

Boston, Mass.



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM



\$50,000,000.00

A year ago the Chrysler Six awoke America to the knowledge that a new school of motor car engineering and performance had arrived. The public clamored for this car—which brings new advantages you see and feel and experience—and Chrysler was swept into the most sensational complete success a motor car has ever achieved in its first year. 32,000 Chrysler cars were built and shipped in Chrysler's first year. The public in the same period eagerly paid over Fifty Million Dollars for the kind of motoring only the Chrysler can give—and still the demand was not satisfied.

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CHRYSLER SIX

OVERPRODUCTION, NOT SHORTAGE, CALLED OIL INDUSTRY PROBLEM

Speaker at Western Refiners' Convention, After World Tour, Favors Period of Conservation—Says Factor of Speculation Must Be Eliminated

KANSAS CITY, Mo., March 7 (Special)—The influence of the Mid-Continent field is paramount in the oil business of the United States and no unusual effort by refiners of this field will be necessary to meet the gasoline demands of the present year. Richard Airey, president of the Asiatic Petroleum Company, Ltd., New York, said at the closing session here of the Western Petroleum Refiners' Association.

A survey of world conditions in the production of oil was made by Mr. Airey, who recently has returned from Europe and the Orient. The Mid-Continent field, embraced in the membership of the western association, now furnishes 62.5 per cent of the total oil production of the United States, he said. Production of the field last year amounted to 5,390,000,000 gallons. One-half is in the refining capacity of the world is in the Mid-Continent field.

Plenty of "Gas" Asserted

There was no hint of a shortage of gasoline in the survey presented by Mr. Airey. A warning, in fact, was issued by both Mr. Airey and by F. A. Pleisticker, president of the association, that the chief danger, so far as the petroleum industry was concerned, was overproduction. Mr. Pleisticker said:

"Overproduction in our industry is the greatest enemy. We are the consuming segment of the oil, with stocks considerably lower than in 1922, and thereby benefited the entire industry. We trust the industry will profit by its previous mistakes and will realize the danger signals approaching. We can make this year just what we want it to be. We can create another condition parallel to last midsummer and the midsummer previous, or we can heed the warning, study statistics and make it both a period of conservation and one for which we cannot be criticized either by our associates, our stockholders or our partners."

Keep Business Within Bounds

Admonishing the western refiners to keep their business "well within bounds and all will be well," Mr. Airey declared these refiners were the "bellwether of the trade."

He added, "With a reasonable stabilization of the curve of output of refinery products with the curve of consumption and with the oil well within bounds, the business much of all possible speculation and disappointment which have been the lot of the western refiner in the past."

The importance of the export market and its effect on the oil situation in general have been exaggerated, Mr. Airey said.

Minimizes Effects of Exports

"Last year 1,218,000,000 gallons of gasoline were exported from the United States, while our production in December was 795,000,000. Thus, on the basis of the December production, a whole year's export is only equivalent to the refining output for about 50 days, or one day's production in each week is sufficient for the foreign market."

"Conditions in Russia are improving, and there has been rapid development of the Persian oil fields. Products of that field now are firmly established in the European market. Another large source of supply for the European market comes from the Rumanian fields."

"South America recently has been in the limelight. Venezuela has been very active this year, and its production of 9,000,000 barrels is more than double that of the previous year. Peruvian fields also have shown an increase, and drilling is continuing in Colombia. The influence of imports in the United States cannot be ignored by the western refiners."

Gasoline Production Gains; Crude Price Rise Reported

WASHINGTON, March 7—Gasoline production in United States during January totaled 831,652,370 gallons, Department of Interior announces. Domestic demand amounted to 599,784,569 gallons, daily average of 19,350,000 and a decrease of 9.3 per cent from December. Stocks of gasoline on Jan. 31 showed an increase of 150,000,000 gallons during the month, there being 1,330,235,880 gallons on hand at refineries. These

provides that the executive council and cities and towns may buy and sell gasoline on a basis of actual cost and actual expense of handling. Money for this purpose would be appropriated for the state executive council and funds for purchase and sale of gasoline could be appropriated by resolution of city councils.

Federal Control Proposed

LANSING, Mich., March 3 (Special Correspondence)—Resolutions asking that distribution and entire control of gasoline be put under control of the Federal Government are before the Resolutions Committee of the House of the Michigan Legislature. They were introduced by William DeBoer, Representative from Grand Rapids. He insists that he will press for action.

RELIGIOUS CENTER FOR ENSLEY, ALA.

Kiwianians Erect Building for Children's Training

BIRMINGHAM, Ala., March 2 (Special Correspondence)—To provide a place for co-operative religious activities among high school children of all the Christian denominations, the Kiwanis Club of Ensley, a suburb of Birmingham, has just completed the erection of a building which is to be used in connection with the Ensley High School for purposes of religious education. The building will be at the disposal of all Christian denominations, sects and groups.

The money for this building was subscribed by the members of the Kiwanis Club within five minutes after the speech proposing it was made. A site adjacent to the high school was bought at a substantial reduction in price and the building was erected by an Ensley firm of contractors without profit to themselves. Full co-operation was shown by all who were interested in making it available to the children of the neighborhood. It was said to be the only building of its kind in the South.

MINES IN NOVA SCOTIA COMPLETELY TIED UP AS RESULT OF STRIKE

SYDNEY, N. S., March 7—A complete tie-up of coal mines in Nova Scotia has resulted from the strike, called at 11 o'clock last night, of members of District No. 12, United Mine Workers of America. Cape Breton, with 6,000 men idle, was the center of the strike area. The union has 12,000 members, and it was said that, counting those who had been idle because of colliery shut-downs, not a man was working today.

Officials of the British Empire Steel Corporation, which owns the collieries, were manning the pumps today, in a desperate effort to prevent flooding of the mines and the permanent destruction of properties that would result. It was announced the corporation had decided to re-open several of the collieries to be flooded and would not attempt to re-open them at the end of the strike, for this decision was taken.

The daily average gross crude oil production for the United States decreased 383,399 barrels for the week ending Feb. 28, the American Petroleum Institute announces.

Meanwhile it is pointed out the strength of petroleum shares is a feature of the stock market. The Standard Oil Company of Indiana has announced gross profits of \$46,058,868 for 1924. This is the first of the larger Standard Oil companies to make its earnings public. Last year, it is alleged, was considered an unfavorable period in the oil trade, considering the glut of oil which kept down prices in the market.

State and City 'Gas' Sale Proposed in Iowa Bill

DES MOINES, Iowa, March 5 (Special)—When the recent advance in the price of gasoline was announced by B. C. Gilman, Attorney General, made the statement that conditions in the oil fields did not justify such rise. Now M. L. Bowman, Senator from Waterloo, has introduced a bill in the state Senate, giving the state executive council and city councils the legal right to engage in the retail sale of gasoline.

The Bowman bill is similar to the Nebraska law under which Charles W. Bryan, former Governor, sold gasoline and coal a year ago. It

is the first bill introduced in the state.

The strike arose from the failure to negotiate a new wage contract at the expiration of one that expired in January. It was aggravated by charges that some of the union workers were victims of a virtual lockout when the Steel Corporation recently ceased operations at several collieries.

Just before the strike order was issued by the corporation suspended the issuance of credit to union members at company stores. It was said that the action became necessary because miner's accounts on its books had reached a total of \$180,000.

A REMARKABLE example of devotion between two robins is told by Joseph B. Hummel, park commissioner.

Two robins have remained in Elmwood Park all winter while their fellows are absent in the south. One of them has a wing which prevents it from flying with usual facility.

The other robin is its constant

companion, helping it to find food and remaining close by at all times in a state of cheery solicitude.

Charles Loftman, caretaker of the park, feeds the pair daily with bread crumbs and grain.

"I saw this bird with the defective wing in the park last summer," said Mr. Hummel. "I observed that it was jumping across the lawn in an unusual manner. I presume it was unable to make the usual flight to the south and its mate remained behind with it to endure the winter's cold and cheer the other through the chilly days."

"The devotion of that bird is a pretty little story to me; the example ought to be followed by human beings who could often be more considerate of each other in hours of need."

Chicago, Ill. Special Correspondence

ENFORCED idleness is no boon to an energetic man who has the gift of teaching. William A. Hadley, for many years an educator in this city, and for 16 years a member of the Lake View High School faculty left his profession because of blindness. There then seemed little for one in his position to do—but the very situation gave him an idea.

The clerk at the window was informed that these letters should reach their destinations that day, and it was desired that he put out any doubtful deliveries in order that special delivery stamps might be supplied to insure delivery.

What was needed was a correspondence school for the adult blind, that they might continue their studies! As a teacher he knew well what such a school might be conducted. He told his plan to friends in Winnetka, who offered to finance the undertaking.

A brief advertisement of the proposed correspondence courses in braille brought many replies. At the present, 375 students are enrolled and Mr. Hadley is now conducting 24 courses in subjects including grammar, English literature, history, typewriting, philosophy and sports writing. Pupils carry on their studies by the aid of short braille which Mr. Hadley typewrites and sends to them. They write their exercises either on their braille typewriters or in the regular way, and send them to the school for corrections and criticisms.

The teacher, as well as it was possible, visited the branch post office to see that he could reimburse the clerk.

Not remembering the face, the teacher inquired at the same window and explained what had happened regarding the letters.

"Yes," said the clerk, "I put on four extra special stamps, because I had told you four of the letters were sure to be delivered that day, for getting that it was Saturday. This made the matter doubtful, and you had already gone out the door."

Was ever 40 cents more cheerfully paid? Could any other instance have better illustrated unselfish consideration for a total stranger, on the part of a postal employee? Who can measure the full fruitage of the lesson this incident supplied five boys and girls?

Omaha, Neb. Special Correspondence

FOR rescuing six dogs from the ice in Woodlands Lake, Westchester County, New York, on Feb. 20, at unusual risk, the Distinguished Service Medal of the American Society for the Prevention of Cruelty to Animals has been awarded

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INFLUX OF JEWS TO MEXICO HEAVY IN LAST TWO YEARS

Many Germans and Italians Also Colonizing—Mexico City B'nai B'rith Bureau Aids Hebrew Immigrants in Finding Employment—No Discrimination

MEXICO CITY, March 1 (Special Correspondence)—During the last two years Mexico has received many colonists indirectly as a result of its position as a half-way station for European immigrants trying to enter the United States.

It is estimated that more than 1000 immigrants reach Mexico monthly, the majority of whom hope to cross the frontier into the United States. But as the American immigration law penalizes these immigrants by requiring them to reside two years in Mexico before they can be reckoned in the quota of the country from which they came originally, many of the new arrivals are settling in Mexico.

Every European nationality is included among these immigrants, but Germans, Italians and Jews from eastern Europe are in the majority.

Many Jews Arrive

The influx of Jews has been heavy during the last two years, several thousand arriving last year, and there are now Jewish communities in practically every city in the Republic.

It is estimated that within the next 10 years the Jewish population of Mexico City will number not fewer than 50,000. Other cities which attract Semites in large numbers are Monterrey, Torreon, Chihuahua, and Tampico.

Of the newcomers here, many have been waiting more than a year in European ports, hoping to cross over

DAVIS WOULD END ILLEGAL ENTRIES

Secretary of Labor Reiterates His Indorsement of Enrollment Plan

INDIANAPOLIS, Ind., March 4 (Special Correspondence)—Revision and codification of the naturalization laws in order that the foreigner may gain an intelligent understanding of American ideals, institutions and language, was urged by James J. Davis, Secretary of Labor, in a speech before the Indiana Senate and House of Representatives, in joint session here. He continued:

Today the alien, unfamiliar with American customs and usually unable even to speak our language, is left wholly to his own resources immediately on his arrival. It is small wonder that in some cases he falls a ready victim to those who would exploit him or those who would push economic, social and political heresies subversive of every American.

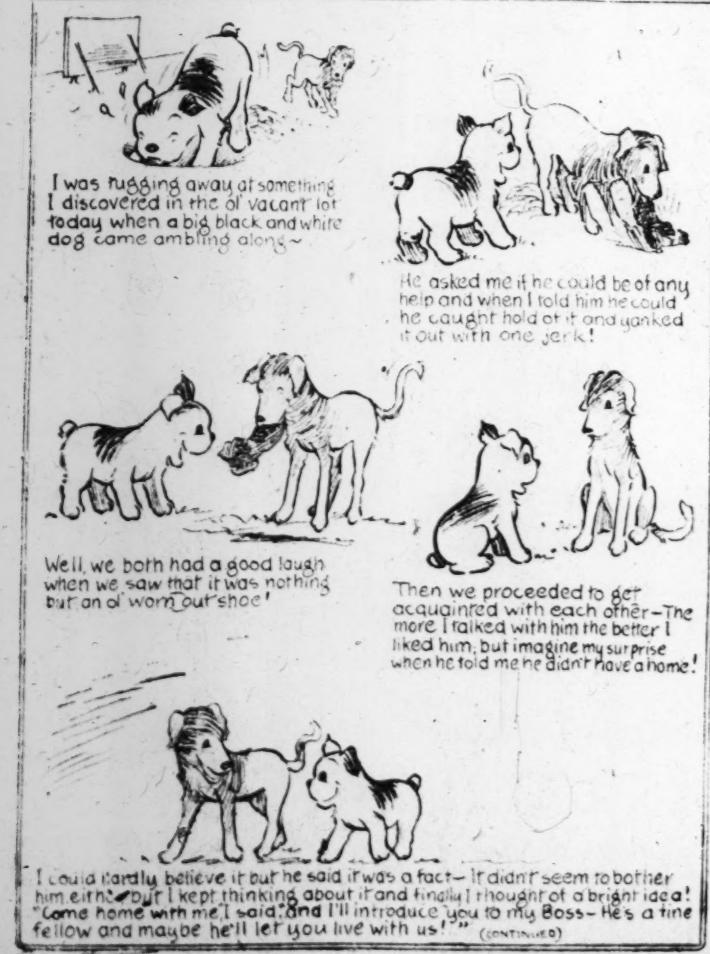
Unrest and dissatisfaction are born of ignorance, and we owe to America and to the alien the duty of eliminating this ignorance. To this end I would provide for the annual enrollment of our alien population and through this enrollment I would provide the means of educating the alien in American ideals, language, our ideals and our institutions. This would be financed by the payment of a small fee by the alien, to be remitted if he is unable to pay.

There are 8,000,000 unnatural aliens in America that need such a program.

The enrollment plan would enable us to know the alien who is here in violation of the law, who has been smuggled into the country, or who is here to preach the downfall of law and order. Congress has provided \$10,000,000 a year, border patrol to help smuggling. We know that the alien could not entirely cut the illicit traffic in aliens if we could use the whole army and navy and the combined police power of all the states. Through enrollment we make smuggling useless, for we could deport every alien who failed to show that he had entered this country legally.

In speaking of industrial problems, Mr. Davis said that America is approaching the era of good will in industry, "when management and workers will realize that they are partners, jointly responsible and jointly bound to each other." He gradually convinced both sides in industrial disputes that reason is superior to force, he said, predicting that ultimately every industrial dispute will be settled by representatives of both sides over the council table.

The Diary of Snubs, Our Dog



Thirty-fourth Street

B. Altman & Co.

The Central Shopping Location

MADISON AVENUE-FIFTH AVENUE, NEW YORK

Telephone 7000 Murray Hill

Thirty-fifth Street

Paris sends

Costumes, Gowns and Hats

that brilliantly foretell the authentic new fashions

Color plays the leading role in the imported gowns and frocks, for Paris has launched a scintillating season

The collection including models from

Renée, Lanvin, Agnès, Lelong, Chanel, Worth, Prémét, Drecoll, Patou, Molyneux, Jenny

expresses in silhouette, color and detail the mode for Spring. And Wraps by many of these same famous designers smartly exemplify the styles Paris will wear this season

While leading Paris Milliners contribute a variety of Hats, each one typically French in its chic

Silks

Sponsored by the new mode

The still simple mode calls for interesting fabrics and silks answer the call with gorgeous colorings and striking designs.

The new prints are here in all their infinite variety while the tub silks have never been so lovely—especially smart for sports suits is Flanelle de Soie, a new fabric made in France for B. Altman & Co. exclusively.

Many new silks designed especially to interpret the evening mode are here in a variety of colors as well as white which continues as a favorite. And the vogue for ombré shades expresses itself in both satins and georgettes.

The crepes include Crepe de Chine, Flat Crepe, Crepe Meteor, Crepe Faille, Crepe Satin, Panier Crepe and Georgette Crepe.

First Floor

Frocks of Patou Rep

for Women and Misses

at the special price of \$78.00

Patou Rep—a woolen fabric sponsored by Jean Patou and favored by other leading creators—fashions these frocks in a manner smartly tailored. While circular flounces, jabots, long tight sleeves and collars that can be worn either high or low stamp the styles as being unmistakably new. Distinctly new in color, too—Rubellite, Bambino Blue, Wigwam, Beige and Red as well as Navy and Black.

Frocks like these are ideal for wear now under top coats and later on with fur pieces or scarfs

Sizes 14 to 18; Misses' Dress Salon, Third Floor.
Sizes 36 to 40; Women's Dress Salon, Third Floor.

Blouses from Paris

After the French vogue for the artistic, tunics and overblouses are daintily beaded and embroidered. And after their vogue for the more feminine tailleur, tailored models are exquisitely hand drawn. While all of these imports possess that indefinable chic that spells Paris.

Second Floor.

New Vogue Patterns

are now on sale in the Fifth Avenue section of the Second Floor.

B.A.C.

Woolens

from Famous Looms of Europe and America

This season brings more beautiful woolen fabrics than ever before, as the striking display in our dress fabrics section will so easily testify.

Many of these fabrics come from the looms of the foremost woolen manufacturers of the world—master craftsmen have woven into them their own delightful interpretation of pattern and coloring.

The woman interested in the newest colorings and weaves for sports and street clothes will appreciate these many beautiful fabrics.

Of special interest are the following:

The smart Kashmirs at \$5.75 to 7.85

Flannel in plaids and stripes at \$3.75 to 6.50

Plain Flannel, \$3.25 & 4.50

First Floor

BOSTON IS THIRD IN IMPORT RANK

Valuation of Goods in 1924 Set at \$253,851,533 in Report to Collector

That Boston ranks third in the value of imports among all the custom districts of the United States and sixth for valuation of combined imports and exports, was the assertion of Wilfred W. Lukin, collector for this district, today. Basing his remarks on data gathered by the statisticians at the Custom House, Mr. Lukin said that the same valuation of merchandise brought into this country during 1924 through the Massachusetts District was \$253,851,533, being exceeded by New York with \$1,689,998,712 and by Seattle with \$270,885,569.

The figures are particularly interesting to port officials, shipping interests and civic and commercial organizations, because of the recent compilation of tonnage figures by the Shipping Board, which showed Boston to be tenth in combined imports and exports, sixth in imports alone and eleventh in exports alone, based on foreign tonnage for the fiscal year ending July 1, 1924. The customs officials have compiled the figures for the calendar year 1924, based entirely on valuation.

Exports from the Massachusetts district for 1924 were valued at \$57,355,646, putting this port in the eighth place. New York leading with \$1,689,998,712 and followed by Galveston, New Orleans, Michigan, Virginia, New England, Boston, Washington, Philadelphia, Maryland, Georgia, Los Angeles, Duluth, Florida, St. Lawrence, Sabine and Oregon.

In both imports and exports, New

York led with \$3,347,634,043 for the year, followed by Galveston with \$620,997,033; New Orleans, \$617,664,223; Seattle, Wash., \$405,045,583; San Francisco, \$320,182,131; Massachusetts, \$311,207,179, and Philadelphia, \$309,043,523.

BIG GAIN IN IMPORTS OVER 1924 IS REPORTED

Imports continue to run considerably heavier than a year ago in the Massachusetts customs district. In February the imports were valued at \$36,447,573, upon which duties were paid amounting to \$4,101,556.02. In February 1924 imports were valued at \$27,545,405, and duties paid were \$5,202,399.19. The heavier duties last year were one to a larger proportion of dutiable goods, and to the larger volume of wool of certain grades.

In January, imports were valued at \$41,273,140, and duties amounted to \$5,426,282.08. In December, imports were valued at \$32,201,992, and duties were paid to the amount of \$3,879,220.54.

MAINE BILLBOARD HEARING ANNOUNCED

AUGUSTA, Me., March 7 (Special)—Abolition of unsightly billboards and restrictions upon their general use in this State are to be discussed at a hearing on a measure relative to outdoor advertising to be held at the State House at 2 p. m. on March 11.

Women's organizations of the State are taking an active interest in the billboard abolition movement and expect to have a large delegation present. Governor Brewster has taken an active interest in the improvement of conditions along the highways of the State and is said to be in favor of the bill before the Legislature.

RATE HEARING AGAIN MARCH 30

Remonstrants in Telephone Case Allowed Time to Prepare Answers

Two months' time has been granted by the Massachusetts Public Utilities Commission to the remonstrants to the New England Telephone & Telegraph Company's petition for higher rates for the purpose of preparing their case, and cross-examination of the witnesses put on by the company during the hearings that have been in progress since Feb. 9 will be begun on May 4.

In the meantime there will be one hearing—on March 30—at which time the telephone company will present a statistical exhibit now being prepared and at which time the commission also will hear George A. Albrecht, a stockholder of the company, on his contention that the company should cancel its present petition and apply to the Interstate Commerce Commission for an increase in rates.

In fixing May 4 as the time for the opening of the remonstrants' case, the commission granted in full the request of E. Mark Sullivan, corporation counsel for the City of Boston, who also represents the mayors and selectmen of 157 cities and towns in the state. His argument that a considerable time was necessary for the adequate presentation of a case to which opposing counsel had devoted the best part of a year appeared to have considerable weight with the commission, even in the face of the representation by Ralph A. Stewart, counsel for the company, that such long continuance would be a grave matter for the company.

Making the American Telephone & Telegraph Company a party to the case, a proceeding vigorously urged by Mr. Sullivan, appears unlikely. Following an executive session of the utilities board yesterday it was stated that the commission was not aware of any law authorizing it to require the American company to become a party to the case or compel it to produce its books and papers in Massachusetts.

It can request information of it, said Henry C. Attwill, chairman, but he doubted the desirability of requesting it to bring its books and papers out of its home state into Massachusetts. It might become desirable to request an opportunity for the department to examine these books and papers in New York, he said, but that would depend much on the extent to which the company is prepared to furnish the commission with information.

Any information which counsel should seek from the American company should be sought through the public utilities department and within the period allowed for preparation, said the commissioner.

SUMMER SCHOOL FACULTY ANNOUNCED

DURHAM, N. H., March 7—Seven specialists from other institutions will be added to the regular faculty of the summer school of the University of New Hampshire this year from June 29 to Aug. 7, according to an announcement of the Summer School Committee.

They are Homer E. Woodbridge, Ph. D., professor of English literature at Wesleyan University; William H. Burnham, Ph. D., professor of education at Clark University; Charles C. Batchelder, Ph. D., lecturer in Oriental history at New York University; Adams Puffer, A. B., S. T. B., author and lecturer on sociological problems; Lee T. Gray, A. B., headmaster of Portsmouth High School; Gaston L. M. M. C., M. D., professor of romance languages at Washington and Jefferson College; Leland W. Crafts, Ph. D., assistant professor of psychology at Columbia University.

THE DOMESTIC AND FOREIGN MISSIONARY SOCIETY OF THE PROTESTANT EPISCOPAL CHURCH HAS RECEIVED PERMISSION FROM THE SUPREME COURT TO FILE A BRIEF AS FRIEND OF THE COURT IN THE CASES appealed by Oregon to test the constitutionality of the compulsory education law of that State. The law would compel children between 8 and 16 years of age to attend public schools.

A COMMITTEE OF THE ANGLICAN CHURCH ASSEMBLY REPORTS THAT THE NUMBER OF CHURCHES WHICH CHARGE RENTS FOR SITTINGS IS DIMINISHING, AND FAVORS THEIR TOTAL ABOLITION. BEING THAT "RENTING OF PEWS IS LIKELY TO OPERATE AGAINST THAT SENSE OF BROTHERHOOD, UNINFLUENCED BY CLASS OR STATION, WHICH OUGHT TO BE AT TEND PUBLIC SCHOOLS."

SESSIONS OF THREE ANNUAL SPRING CONFERENCES OF MEMBERS OF THE EVANGELICAL AND UNITED EVANGELICAL CHURCHES IN EASTERN PENNSYLVANIA WILL BE HELD IN DURING THE NEXT FEW WEEKS.

EAST PENNSYLVANIA THE MOTHER CONFERENCE OF THE OLD EVANGELICAL ASSOCIATION, AND THE EAST PENNSYLVANIA UNITED, COMPOSED OF CONGREGATIONS AND MINISTERS OF THE EAST PENNSYLVANIA UNITED EVANGELICAL CHURCH ENTERING THE MERGER, WILL MEET IN POTTSVILLE. THE THIRD CONFERENCE WILL BE THAT OF THE UNITED EVANGELICALS NOT ENTERING THE MERGER, WHO WILL CONVENE IN BANGOR ON THURSDAY, APRIL 30.

FORD COMPANY SIGN

DETROIT, March 7—Ford Motor Company reports more than \$250,000,000 paid last year in salaries. Salaries in Ford's plants and branches total \$72,532,476. Salaries and expenses paid Lincoln Motor Company and other Ford organizations in this city total \$8,650,000.

Three of the most popular working-class leaders and advocates of social reform in Japan—Kogawa, Dunji and Sasaki—are Christians. They are demanding limitation of hours in factories. Sunday rest, sanitary reform and the protection of women and children.

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THE SAN ANTONIO LOAN & TRUST COMPANY SAN ANTONIO, TEXAS

WILDEY SAVINGS BANK 52 BOYLSTON ST., BOSTON Deposits Go on Interest MARCH 16

FOUR COMPANIES REPORT

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COLLEGE MEN URGED TO OFFER PRACTICAL PLAN OF FARM HELP

More Interest in the Farmer's Job on Part of Experimental Stations Declared Necessary Before President's Agricultural Conference Ceases to Be Useful

Special Correspondence

Washington, March 5
IF THE teachers and officials of the agricultural departments, agricultural colleges and agricultural experiment stations of America would take the interest in the farmer's job that they do in the fine technical points of their own jobs—if they'd only get away from technicalities and down to the brass tacks of practical bread-winning in the rural sections—there would not be so much need for the President's agricultural conference.

Nobody thought of that solution to the many farm problems until Robert S. Eylan of Merriete, N.J., wrote out the discoveries he had made in an extended automobile tour of the United States and presented his testimony to Robert D. Carey, chairman. While Mr. Eylan's report cost him several thousand dollars to make, it has opened the eyes of the conference members in a way that is bound to have nation-wide results.

Mr. Eylan's Investigation
Mr. Eylan has a dairy farm on a reclamation project near El Paso, Tex. (Nearly 75 per cent of American farmers are partly or wholly dependent on dairy cows.) After renting his farm last spring, Mr. Eylan started out as a voluntary, though experienced, investigator. The object of his quest was the answer to the question which he formulates as follows:

"Why is it that the farmers, the most coddled and cuddled class in the United States, the only class upon which the Government spends annually millions and millions of dollars in order to make it happy and prosperous, of all classes is 'worn off'?"

His study carried him to many centers of agricultural learning and investigation. He found in:

Lansing, around Lansing, Mich., I found that the farmers were receiving 15 cents a gallon for whole milk. A farmer cannot live on that. I am getting 28 cents a gallon and, even at that price, it takes close management to make anything. At Lansing, I visited the agricultural college and experiment station. The college has an excellent dairy department. The gentleman in charge was enthusiastic about his equipment and up to every topic until I would ask:

"How can the farmers around here live on milk at 15 cents a gallon?"

Missing the Issue

"Still alive, aren't they?" he would reply and then go off the subject to explain some of his latest machines, or to tell me what big demand there was for trained experts who could operate the modern dairy plants.

The farmers' troubles were not his troubles at all and yet he was an employee of an agricultural department, supposedly devoted to making farm betterments. I asked him incidentally, let me mention that the little co-operative dairy association, which farmers were running on that 15-cent milk, was paying one of the dairy experts for which the professor said that he had such a demand \$7000 a year.

Now, that Lansing experience I am submitting merely as a sample of the very common attitude which I found existing around agricultural colleges and experiment stations. There are some notable exceptions to which I will refer later. After visiting the typical institutions, I always felt perplexed to decide whether the professors of the United States Agricultural Department existed for their benefit, or for the benefit of the farmers. I do not mean to say that they would object to getting more help for the work they were doing, but I found them treating the farmer's interests as insignificant so often that in time I began to feel ashamed to ask how he could exist on 15-cent milk, or live on dollar wheat—wheat a dollar when I made my trip.

Gammel and Simons

To hurry back to Baltimore, Md., when I saw a man looking into some milk cans that stood beside the road. For some time I had been noticing better fences, better pastures, better cows, everything picking up. I stopped and asked:

"What are the farmers around here getting for milk?"

"I don't know," he replied. "I'm an inspector. I hear, though, that they're getting more here than anywhere in the United States."

Then I struck the Maryland Agricultural College and Experiment Station, about eight miles north of Washington. Here I met Professor Gammel, head of the dairy department, and Director Simons of the station. If you are a dairy farmer, or any kind of farmer, go out there and talk with them. Here are some of the high spots of my interview with them:

Seven years ago, the dairy farmers around Baltimore were getting 16 cents a gallon for their milk.

"I looked at my records," said Professor Gammel, "and I saw that many boys, who were graduated from my department had left the farms for the cities. Why? Sixteen-cent milk. Why, then, waste my time, why waste the boy's time, why waste the public's time, by getting boys to go back to 16-cent milk in farms where they could not live?"

Professor Gammel and Director Simons called forth to instigate a revolution. Shortly, there had 90 per cent of the dairy farmers who joined Baltimore with milk combined in an association. They were then ready to take up the question of milk prices with the distributors of the city.

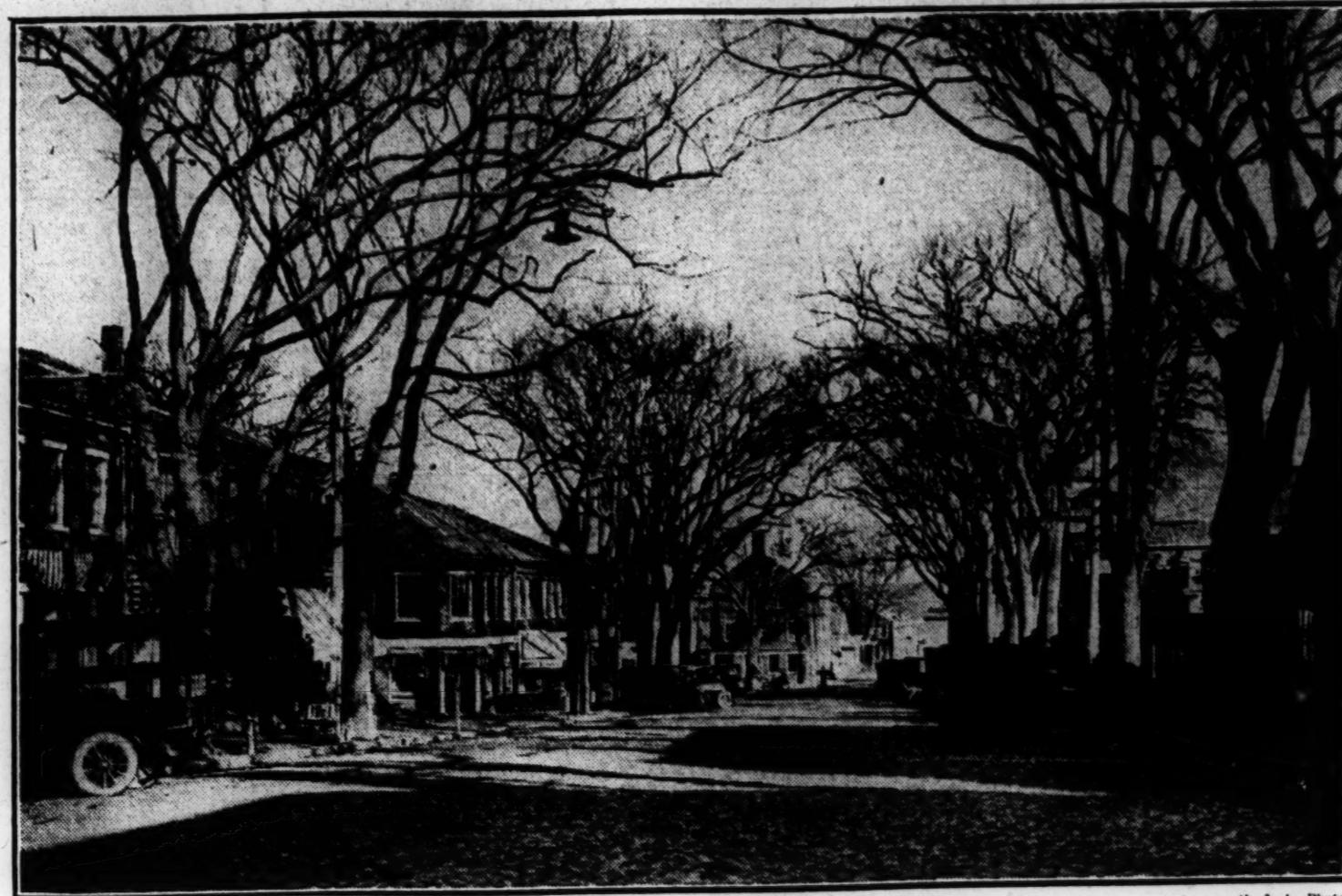
"When I went through that section last summer," testified Mr. Eylan, "the dairy farmers were getting 34 cents a gallon for their milk."

C. BOWEN

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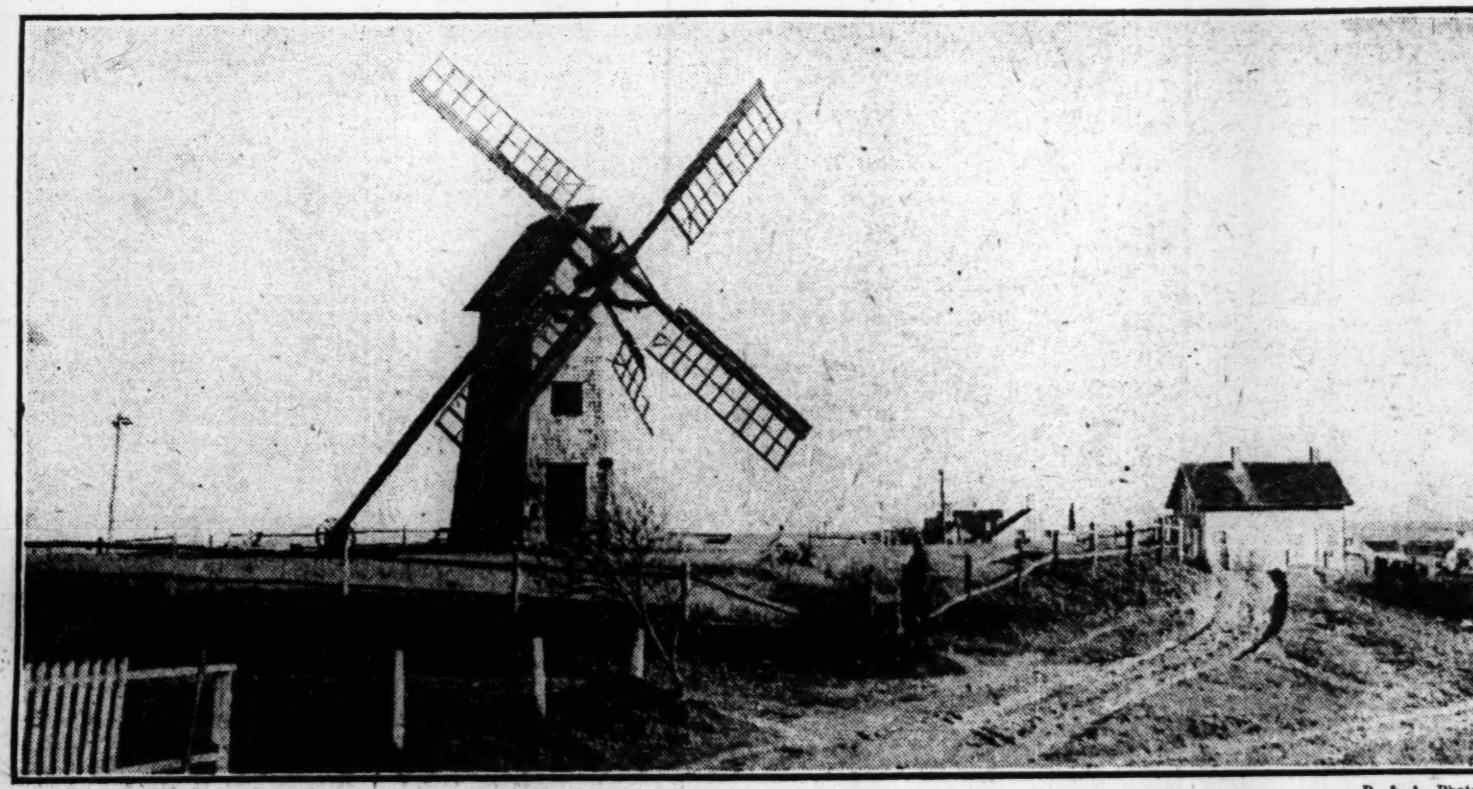
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Nantucket's Lower Main Street, with Its Cobblestones and Fine Elms



At the End of the Street Stands the Pacific Club, Once the Office and Warehouse of William Rotch & Sons, the Firm Which Imported the Cargo That Made the Boston Tea Party Possible.

The Old Windmill, Built in 1746, Nantucket, Mass.



On the Wind-Swept Moors Under a Cloudless Sky, Happy Memory of Many an "Off-Islander."

Nantucket in New Days of Popularity and Prosperity

Island, Famed as Home of Whalers, Now Turns From Dreams of Ambergris to Antiques and Summer Visitors

IT HAS a newly washed look, has Nantucket, the sort of "shining morning face" of which Shakespeare speaks, which it wears afternoons and evenings as well. Part of that look is due to the softness of the air, the peculiar cool warmth of ocean breezes—to put it contrariwise—to the quaintness of the town itself, the low sweep of the moors, the splendid vision of the sea, to the combination of things, in fact, that to the artistically inclined is "atmosphere" and to the others charm. The rest of that clear, serene look is because Nantucket, to those who know it, is always the beautiful, always the well-beloved. Its admirers are many: the islanders to whom it is home; the "off-islanders" who spend two-thirds of their time here, relishing it were it the other third; and those who come in vacation-land. For the island has descended into a pleasure resort, or ascended, depending on one's point of view and one's pocketbook.

Whales and sailing vessels have given way to summer visitors and antique shops. The call of the sea is silenced by the hammer of the auctioneer; traffic in andirons, brasses and mahogany, in lodgings and postal cards is increasing, while the demand for whale oil has disappeared. The fortunes once wrung

from the sea are now being made by the owners of inns, horses and cat-boats; and while substantial meals, riding and sailing do not yield as much gold as ambergris, they provide enough for folk who would otherwise have to depend mainly on fishing and farming for a living.

Both town and island of Nantucket are brimming over with interesting historical lore for the antiquarian. For him there is the museum of the Nantucket Historical Association, where are gathered the relics of the years when the Indians still inhabited the island or, later, when the proud possessor of a frock newly brought from Paris on his father's ship scattered the length of Main Street to display her modish gift for the admiration of the neighbors. There is the old mill, or "East Mill," just outside the town, the survivor of three mills which saw duty during the war of the Revolution as signals warning of the coming of British ships. He

island, with its chimney front displaying a brick horsehoe, or the Pacific Club, full of mementos of the time when Nantucket was the center of a great whaling industry, when the club itself was the office and warehouse of the important shipowners, William Rotch & Sons. It was this firm who possessed the whaling ships which brought from England

the cargo which made possible the Boston Tea Party.

To the lover of things not so historical but none the less significant, there is the trim beauty of the town, the quiet elegance of the mansions on upper Main Street, the humorously narrow streets and lanes with their many turns revealing vividly prim vistas of doorways and minute yards flaunting hollyhocks and the "rook-walks," romantic reminder of waiting women and home-coming vessels.

There is the lower end of Main Street, the business section, with its square effect of a cobblestoned court shaded by tall elms. Here, on benches, one may idly converse with the chance-met friend or sit and watch the rest of the world go by, mostly on foot in carriages, occasionally in the automobile, which commerce favors and art frowns upon. Or there is Seconset, over on the ocean side. At first a huddle of huts used as fisherman's houses, it has gained rapidly in popularity as a summer resort. The fascinating irregularity of its grass-grown streets, with the front yard of one house facing the back or side yard of another—if it happens to have any lawn at all—the glory of a view which claims Portugal and Spain as the nearest land to the east, and the surf bathes all account for the growing fame of Seconset.

Fortunately for posterity's sake, the Nantucket Historical Association has an eye to the future, and it is buying and keeping all over the island such buildings as will have an historical value. If the time ever arrives when the concentrated charm that is Nantucket is overridden by modernity, the island's admirers will be able to console themselves for the association's foresight in making intact certain bits of the past. Despite the intrinsic value of spinning wheels and engravings of whalers, however, literally thousands of vacationists who do not care for the memories of the former generations will carry back to the mainland memories of the present to bring view and smile over—that day on horseback on wind-swept moors, the sun-flecked shadows cast by elms, the rainbow fleet of the yacht club coming in before the storm, the slow, steady days of wandering about, poking into shops, bidding at auctions, watching the artists at work down on the wharves, the nearness to their easels resolving into mere blots of color what the students of art are doubtless hoping will turn out to be masterful seascapes. Up-to-date souvenirs of days gone by

are

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Is there anything more refreshing and
invigorating than the fragrance of perfume?
These are remarkable to the nose:
Lily of the Valley Iris (Orris) Hadley Rose
Primrose Gardenia Violets
Mignonette Peppermint
Sweet Pea Wall Flower "Under the Leaves"
\$6.75 a bottle postpaid

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CHICAGO

Announcing a week of Special Values in Spring Dress Fabrics and Daily Lectures on the use of Ladies' Home Journal Patterns.

Mrs. Willa Wilcox Krum, a widely known expert in the practical use of patterns will give lectures each day. She will tell you how to cut your fabric most advantageously and how to give smartness and distinction to your clothes.

Mannequins will parade the aisles each day wearing garments made up from Ladies' Home Journal Patterns—fashioned through the aid of the Minerva Guide.

SECOND FLOOR—STATE

NORTHWEST AIR MAIL ASKED BY VETERAN POSTAL EMPLOYEE

Wisconsin Postmaster Would Extend Service From Chicago to Minneapolis—Has Great Faith in Future Overhead Policy

MADISON, Wis., March 7 (Special Correspondence)—Air mail service would greatly aid in further development of the great northwest country, in the opinion of W. A. Devine, Madison postmaster who entered the postal service 38 years ago and who strongly advocates extension of the air mail route from Chicago to Minneapolis. M. Devine visualizes the great future for air mail. So enthusiastic is he that when a Madison chapter of the National Aeronautical Society was launched here last fall he signed up as one of 10 charter members.

His life history is that of a poor boy who climbed to the top through attention to duty and hard, conscientious work. During his postmastership the Madison office has grown to 50 persons were on the pay roll, which now numbers 127. He has been instrumental in improving every branch of the service in Madison.

\$1,000,000 IS PROMISED UNIVERSITY OF CHICAGO

LOS ANGELES, Calif., March 2 (Staff Correspondence)—Announcement of a pledged donation of \$1,000,000 to the University of Chicago by a resident of southern California who wishes his name withheld was made at a meeting held here last night by members of the University of Chicago Alumni Association of Southern California.

The gift will be made, it was said, when the nation-wide campaign for an endowment fund of \$17,500,000 for the midwestern institution is launched about a month from now. A. Stagg, Chicago football coach, and Dean James H. Tufts, vice-president of the university, were guests at the meeting.

Mr. Devine became a mail carrier in June, 1886, after serving a printer's apprenticeship and after a period of employment in construction work by the Chicago, Milwaukee & St. Paul Railway Company. He was a mailman only four months when the then postmaster, Jared C. Gregory, made him superintendent of carriers. In

1891, George E. Bryant, successor to Mr. Gregory, placed him in charge of the money order department. He was appointed in 1893 as local civil service secretary by the one-time Civil Service Commissioner, Theodore Roosevelt. Mr. Devine was commissioned to the postmastership by President Taft and has held it under successive reappointments by Presidents Wilson and Coolidge.

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Special Savings in Every Department

It Does Make a Difference
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THE first aid to sure failure is carelessness—mechanically or physically. And you can apply this to your automobile, an overcoat for yourself or an outfit for your chauffeur.

We don't presume to suggest the best running car for your taste and requirements, but—we unhesitatingly do feel competent to fill best your wardrobe wants and always best qualified to outfit your chauffeur in a uniform that is authentic, smart appearing and comfortable.

In addition—we announce the arrival of "Burberrys" London Topcoats—fresh from the customs. They offer security and elegance for motoring, vacationing or traveling.

Burberry's London Topcoats are priced at \$75

Scott's Chauffeurs' Suits priced \$55 and \$60
and offered in nine outstanding models. The distinctive creations of our own workrooms. Ready-to-wear.

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CHICAGO

Announcing a week of Special Values in Spring Dress Fabrics and Daily Lectures on the use of Ladies' Home Journal Patterns.

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SECOND FLOOR—STATE

RADIO

HOOVER WILL RENEW REQUEST

Secretary of Commerce Will Bring Appropriation Bill Before Next Congress

WASHINGTON, March 7—Although an appropriation of \$125,000, approved by the budget bureau for use by the Commerce Department in attempting to eliminate radio interference, was killed in the final legislative jam in Congress, Secretary Hoover said today the request for it would be renewed before the next Congress.

Interference in radiocasting has become more and more serious, the Secretary explained, and a part of the fund asked for was intended for investigation to determine the distances and directions of radio impulses from each station.

"We have hoped that another year of experiment and progress in the art might indicate that could be done," Mr. Hoover said. "As the matter stands at present, we have people notifying us almost daily that they intend to put stations in operation. The only thing that can be done is to divide time with existing stations, and this naturally adds to the expense and inconvenience of both radio listeners and operators of the better class of stations now established."

"It is difficult to determine how the confusion will work out. It has been suggested that perhaps a variety of what might be called 'radio public opinion' can be called in to help the matter. That is, radio listeners who prefer programs sent out from particular stations to the exclusion of those sent out from competitors, may be able to express their desires."

"If any one can work out a scheme which would attain this result, and give the basis for radio control in the interest of the greatest number of radio users it would be a most valuable contribution to the task of the industry and the Government."

RADIO PROGRESSES IN CZECHOSLOVAKIA

Number of Radio Fans Increases as State Gives Aid

PRAGUE, Jan. 31 (Special Correspondence)—It is anticipated that this year will see a great increase in Czechoslovakia in the number of persons who listen to the programs sent out by the radio stations. A Prague company, known as the Radio Journal, has had up to the present the sole radiocasting rights. Its clients numbered a year ago just 1000 persons, and today there are 2400. It is now understood that the State has just agreed to participate to the extent of 50 per cent in the Radio Journal undertaking, a fact which will materially assist the company in carrying out its further plans. It is, for instance, proposed to erect a second radiocasting station at Strasnice, which is on the opposite side of Prague from the present headquarters of Rady. The service will work with short wavelengths in order to enable the main concerts, the operas and other suitable items given at Prague to be heard throughout the Republic. It has been also suggested in the press that the proceedings of Parliament may be broadcast, although skepticism is expressed as to whether or not they would arouse any great interest.

From another quarter comes the information that the Minister of Posts has submitted to the Cabinet Council a project for the reorganization of radiocasting and dealing with the development of radio telephony. The building of sending stations at Bratislava, Kosice and Ruthenia is also contemplated.

BRITISH RADIO NOTES

Special from Monitor Bureau
LONDON, Feb. 17.—At present the British Radio world is buzzing over the proposed new bill to amend the existing wireless legislation. The general opinion is that it will emerge in a much altered state from that in which it started its career through Parliament.

Captain Eckersley, the chief engineer to the British Broadcasting Company, and the Patent Office Institute of Patents said that the greatest development was needed and to be looked for in loudspeaker design. They would have to be improved out of all recognition as regards efficiency and accuracy of reproduction.

Another point made by Captain Eckersley was that of the way in which we applied power to our tubes. It is absurd, he said, to connect accumulators and dry batteries in houses in which lighting power was laid on, and a much way would have to be found to use it.

An endeavor was made recently by the Holloway Estate Charity to get funds from the Charity Commissioners for the installation of wireless receivers in almshouses. But they have refused to allow charity funds to be thus expended. Nevertheless it will surely come.

George Grossmith, the well-known actor, has joined the staff of the British Broadcasting Company as advisory director of programs. He will specialize on the lighter and more

popular side, and it is hoped that he will be a useful liaison between the B. B. C. and the entertainment industry.

Users of valve sets have appreciated the cut in valve prices which took place from February 1. The cut is from 10 to 15 per cent, so that a 35s. power valve is now 30s.

2LO will shortly transmit from their new station on the roof of Selfridge's store in Oxford street. The power is to be doubled experimentally to 3 kw which will rejoice the hearts of the more distant crystal users. But the distance seekers forced more difficult than ever in tuning out "This is 2LO calling."

The new transmitting aerial is on two lattice masts 125 ft. high, added to the 100 ft. height of the building. With 22 ft. feet in only some 70 ft. of the 250 ft. span between the masts will be used to give the 2LO wavelength of 365 meters.

When a bazaar in Birmingham was opened recently, Admiral Sturdee, the owner, was unable to be present. The B. B. C. were appealed to and Viscount Curzon responded at short notice and spoke from the London studio, his speech being delivered in the Birmingham hall per loudspeaker.

The latest Post Office statistics give the number of holders of radiocasting licenses at 11,400,000 in figures. There are 1,000,000 radio sets in use, including 1,000,000 sets in the U. S. and multi-phone sets may thus be from 4,500,000 to 5,000,000 listeners.

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Question Box

248. Some time ago I wrote you and told you of the success I had in getting the Browning-Drake four-tube receiver. I have built three of the B-D transformers (primary, 24 turns No. 30 D. C. wire, secondary, 10 turns No. 30 D. C. wire, primary opposite direction of secondary) minus the tickler with the primary wound in the primary, and the secondary wound in a slot 1/2 inch deep, winding on 3-inch formica tubing, wound the "above" for the purpose of making the tickler receive with much as the B-D transformer seemed so powerful in the four-tube machine. I have a transformer which a neutrodyne would be ideal. Have, or will, the B-D transformers work well with a neutrodyne? I have read of the use of neutrodens or any other neutralizing condensers, thinking the reverse winding of the primary would reverse the results to be followed. An exceptionally strong sound is obtained without regeneration. Otherwise I have a 24-tube receiver. The primary is 10 turns, 1/2 inch deep, wound on 3/8 in. diameter; three D. C. feeders, 20VA-A tubes; 3/8 in. antenna tube; 222-Volt D. C. power supply; 475-Watt oscillator; 475-Watt on amplifiers. W. W. Cleveland, O.

(Ans.) Several times during the many discussions of the Browning-Drake transformer, we have emphasized the point that the specifications of a transformer of this type designed for use as a regeneration receiver are not those used without regeneration. Otherwise the tickler of the transformer would sound. Not that the set will not work with the 24-tube primary, only that it would not be as effective as it could be. Unfortunately the Browning-Drake transformers have not worked out so well in a straight neutrodyne, since it has been found that the primary must be wound in the reverse direction to neutralize the set completely. The reverse windings in themselves will not neutralize the set. This is the impression that I have seen about it, so something must be done, but the fact is that the reverse direction is effective in the neutrodyne because it is in the neutrodyne, the neutralizing condenser and the capacity of the tube, it makes in effect, a tube which balanced out the capacity feedback. With 100% tubes and a great deal of care a neutrodyne might be built using these transformers.

Primarily, the question is, if this set could be neutralized, it would prove an exceptional neutrodyne. However, the regeneration factor used on the present set, at least as much amplification is obtained as would be realized with another stage of tuned radio-frequency and a plain detector.

CURRENT SUPPLY DEVICE

A radio receiving set using a combination of a vacuum tube, a rectifying unit and an incandescent lamp has been designed by Marius Latour of Paris, France. The electric-light bulb, common to millions of American homes, is connected to the two vacuum tubes and the latter are fed in this manner. There is an additional means of connecting the incandescent lamp to the household electric-lighting system or other source of electric power, whereby the bulb is brought to a visible glow.

A patent embracing this invention has been granted by the United States Patent Office.

Another point made by Captain Eckersley was that of the way in which we applied power to our tubes. It is absurd, he said, to connect accumulators and dry batteries in houses in which lighting power was laid on, and a much way would have to be found to use it.

George Grossmith, the well-known actor, has joined the staff of the British Broadcasting Company as advisory director of programs. He will specialize on the lighter and more

popular side, and it is hoped that he will be a useful liaison between the B. B. C. and the entertainment industry.

Users of valve sets have appreciated the cut in valve prices which took place from February 1. The cut is from 10 to 15 per cent, so that a 35s. power valve is now 30s.

2LO will shortly transmit from their new station on the roof of Selfridge's store in Oxford street. The power is to be doubled experimentally to 3 kw which will rejoice the hearts of the more distant crystal users. But the distance seekers forced more difficult than ever in tuning out "This is 2LO calling."

The new transmitting aerial is on two lattice masts 125 ft. high, added to the 100 ft. height of the building. With 22 ft. feet in only some 70 ft. of the 250 ft. span between the masts will be used to give the 2LO wavelength of 365 meters.

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Music of the World—Theatrical News

An Apostle of Modernism

By WINTHROP P. TRYON

New York, March 4—WITHOUT Carlos Salzedo, I cannot conceive the modern musical movement as getting far here. With him, it has become one of the liveliest artistic activities of the town. But not all his enthusiasm is for the advanced cause, by any means. When I called at his studio today, to tell him of regard to the prospects of that cause for next season, he began talking to me of matters so contrary to those which my queries touched that I had like to have given him up as a bad job. His comments turned in the direction of Beethoven, about whom I fancied he had forgotten all he ever knew; and even in the direction of Verdi and Mascagni, concerning whom I supposed he never knew or cared anything anyway.

To note how it happened, I made an appreciative remark about a recent performance for the harp which I lately heard and played.

"You do not convince me," said he, "that you were interested in my composition; you only lead me to think that you were pleased with my presentation of it."

"It," returned I, "either you or anybody else could, merely by force of interpretation, make me pleased with a work which I did not entertain respect for on its inherent merits. I should hasten to abandon musical criticism as one of the most meaningless of callings."

Great Interpretations.

"Let me," pursued he, "illustrate from instances of other artists besides myself. We have all of us known that there existed a composition going by the designation of 'Furtwangler.' For me it had become a mere fact, of no particular bearing, either here or there, until Furtwangler came along and gave us a performance of it. Take instances from my experience in the opera."

"What?" I stopped him, "were you ever in the opera?"

"Certainly; as harpist in the orchestra."

"And you one of the vanguard of the modern movement, once played the harp solo in 'Lucia'?"

"Yes; and I was going to speak of 'Aida.' When Toscanini had been chosen in that work, when Toscanini conducted! And more remarkable still, take the case of 'Cavalleria Rusticana,' which Toscanini once put on with vocal rehearsals only and without practice for the orchestra. The players, all aware of his mastery, waited for the 'boss' to appear at his desk. The moment he took up the baton, we were certain it would be a great performance. You know how the work begins, with a few notes on the harp."

Mr. Salzedo went to his Lyon and Healy and sounded the familiar string.

"Toscanini made me play that in such a way as to establish instantly the mood of the occasion. Never was there a 'Cavalleria' like that one. Orchestra, chorus and principals completely outdid themselves. So there, you see what I mean by saying that a work can be fairly lifted above itself by interpretation."

The International Guild.

Of course, Mr. Salzedo acceded to my request to discuss the modern movement, notwithstanding his remissive inclinations. And chiefly, he talked of the International Composers' Guild, on the technical board of which he serves, along with Edgar Varese (chairman), Alfredo Casella, Eugenio Goossens and Carl Ruggles. "Varese," said he, "as founder of the guild, has built a temple to house works that without it would be unknown in America, and many that would be unknown even in Europe. Now Casella is doing excellent service in Italy; but his composers like Malipiero and Pizzetti to collaborate with him. In this country the problem is more difficult. Not that able composers are numerous here. The trouble comes in finding those who will look ahead and help lead composition into fresh paths."

"The expense of our little pleasures in the way of giving modern programs, thoroughly rehearsed, is somewhat large. Nevertheless, we have gathered together a public of our own, and we do not complain of our support. And see how conductors like Stokowski, Goossens, Shavit and Rehner have volunteered to direct concerts for us. That in itself is a distinction."

Effect of Labor.

"As to the effect of our labors, observe how certain of our productions are making their way into the repertory of musical organizations everywhere. We are truly doing what we set out to do—to reveal the music of today and to allow singers and players to enrich their programs with new and great things. Take Ravel's 'Tzigane'; violinists all round have been playing it, and it is intended it early this summer. Ruggles' 'Angels,' which brought out, is to be played in Venice next summer. The 'Renaissance' of Stravinsky has been done here by Stravinsky himself since we made it known, and it is on the way to be given in Chicago. The Letz Quartet has taken up the pieces by Von Webern, which we tried at our concert before the last."

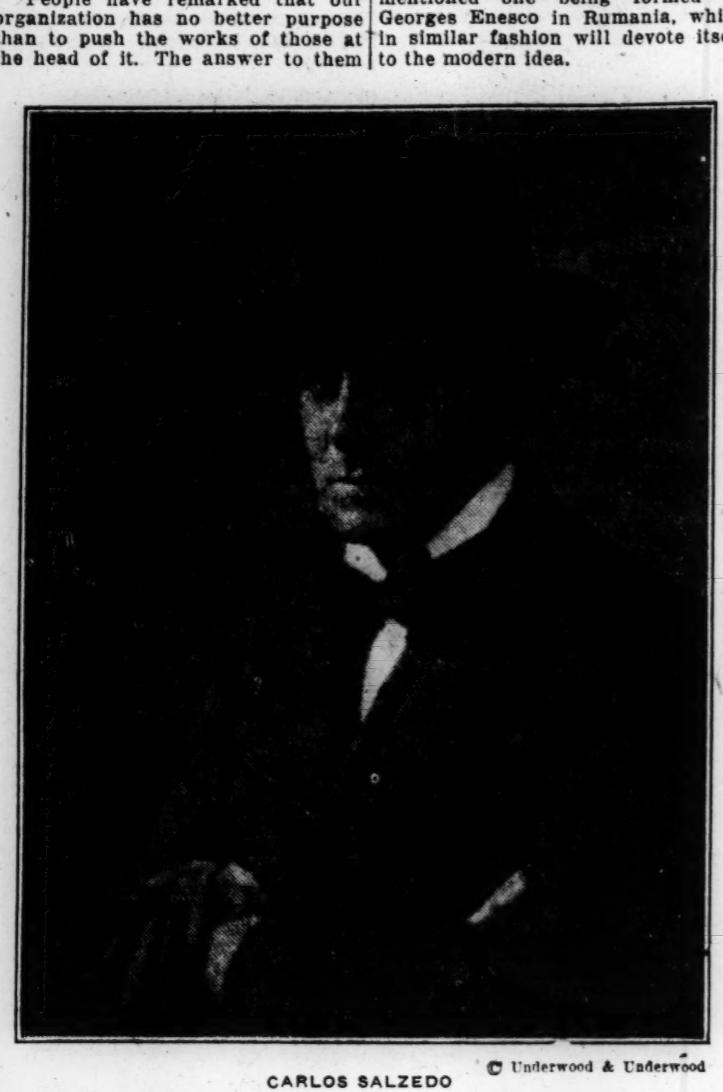
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CARLOS SALZEDO © Underwood & Underwood

Hope for Unmusical Countries

By W. H. HADDON SQUIRE

London, Feb. 17.—PERHAPS it would be indiscreet to give away the name of a certain small country which a patriotic writer asserts is the most musical in the world. Fervent scribes of all the other most musical countries in the world would hasten to accept the challenge. Apparently the only European countries for which this distinction has not yet been claimed are Italy and England. We may know, however, that it would not allow that there exists, ever did exist, an "artistic" nation; and most musicians—when they are not writing articles for the press, or attending a festival of the International Society for Contemporary Music—will readily admit that a "musical nation" is just as much a myth.

The case presented by the writer spoken of is not without interest. He himself points out that other nations have given the world its greatest composers. But, he goes on to ask, what other country possesses—relatively to its size—so many orchestras, choral societies, and brass bands? Where else is so much music to be heard and played? The art is taught in every school. And, it would seem, every fellow-countryman of the writer who is not a professional is an amateur musician.

Has No Composers.

After all, and for some slight exasperation, particularly under the circumstances, we see here the widely diffused education and culture without which—the educationists are always telling us—no nation can hope to be musical. But one rather startling fact remains. So far, "the most musical country in the world" has not produced a single outstanding composer whom it can really call its own, and only one or two minor men whom it cannot. Should not a really musical country be producing its own classics instead of revering other people's old ones?

In "The Golden Bough" Sir James Frazer explained how the professional wizard who managed to get himself made king broke up the dull, dead level of primitive democracies, ruled by the timid and divided councils of elders. The secret of his supreme power enabled him to carry through reforms which previously several generations might not have accomplished. "No human being is so hidebound by custom and tradition as your democratic savage; in no state of society consequently is progress so slow and difficult. The old notion that the savage is the freest of mankind is the reverse of the truth. He is a slave, not indeed

Effect of Labor.

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From Bach to Krenek in Berlin

By ADOLF WEISSMANN

Berlin, Feb. 9

IT IS always a temptation to imagine in the great masters of the past returning to see for themselves how they are treated by the present generation. Take, for instance, Johann Sebastian Bach. He would be astonished to hear his great Mass in B minor performed at its full length. He did not know he was to be the most celebrated of all the masters and considered as the beginning of a new era of music. This is perhaps what made him great and different from his followers.

When I heard the immortal B minor Mass at a recent performance, which was the thirtieth under the baton of Siegfried Ochs, the great choir master, I found some very mortal things in it. The choruses never fail to produce a dead silence upon the hearers. Siegfried Ochs has become famous for giving these sections of the work a splendor never reached before. The difficulty arises in the arias for solo singers, for which it is not easy to find artists equal to their task. On this occasion the shortcomings of the singers were so apparent and so troublesome that one could hardly enjoy the performance as a whole—lasting as it did for three hours. Yet the audience did not lose patience. From this it may be concluded that Bach's greatness impresses his hearers, whatever the weaknesses of the performance may be.

Krenek's Concerto Gross

The high appreciation of Bach, however, may constitute a danger in so far as it affects the works of modern composers. We are floating now in a Bach current, which begins to tire us. There are some young composers who supply themselves with inspiration by imitating the formal devices employed by Bach. This may do them great credit in the eyes of those who are so much attached to tradition that they are unable to distinguish the good from the bad, the work of genius from that of a mere imitator.

Recently, we heard a concerto gross by Ernst Krenek, in which formalism made it difficult for one to discover any spark of genius. The name of Ernst Krenek has been mentioned several times in this paper, and always with respect. His importance is great, even greater than that of Paul Hindemith, who by his natural gifts and by the spontaneously of his creative talent is certainly stronger than he. Krenek's importance lies in the concentrated effort with which he pursues his ideals. But it cannot be denied that he has a predilection for contrapuntal work which leads him into dry and dull passages. His concerto gross, for violin, piano, cello, and a small orchestra, is not free from this dullness in spite of some very interesting details. The third movement betrays the influence of Stravinsky. An ostinato of the muted trumpet to which the solo violin is opposed, shows the impression made on the composer by certain humorous effects of Stravinsky's.

Lacks Sense of Color

The difference, however, lies in the fact that Krenek lacks the sense of color so strong in his model. The color of his work is grey. It cannot be doubted that he is aspiring to that freedom of expression revealed in his violin concerto, of which I spoke lately. Preceding it, his concerto gross has not yet got so far. For all that, the lyrical depth of the following Andante quasi adagio impresses one deeply. So that the whole work, if not winning the undisputed approval of the audience, leaves it with a feeling of respect for the young composer.

New Swedish-American Film Company Forms

STOCKHOLM, Feb. 15 (Special Correspondence)—A new film company, Swedish-German, called Nord-West, is being incorporated. The first film to be produced by this company will be taken from Selma Lagerlöf's novel "Jesusalem." Last year "Gösta Berling" was the same author's work, which was a success in Sweden and met with repeated several performances.

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For all that, the lyrical depth of the following Andante quasi adagio impresses one deeply. So that the whole work, if not winning the undisputed approval of the audience, leaves it with a feeling of respect for the young composer.

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BOOK REVIEWS AND LITERARY NEWS

Famous Verses in Facsimile

MacFlecknoe, or a Satyr upon the True-Born Protestant Poet, the 2nd Edition, 1682, printed for D. Green, New York; Oxford University Press, American Branch, \$1.50.

Of the Characters of Women, by Alexander Pope, A Reprint of the Folio of 1733. Printed by J. Wright for Lawton Gilliver, New York; Oxford University Press, American Branch, \$1.50.

The Drury-Lane Mistress, by John Shakespear, Facsimile of the Edition of 1742, printed for R. Dodsley, and Sold by T. Cooper, New York; Oxford University Press, American Branch, \$1.25.

The Drury-Lane Prologue, by Samuel Johnson, and The Epistle, by David Garrick, Reproduced in Type-Facsimile from the edition printed by W. Webb, New York; Oxford University Press, American Branch, \$1.25.

An Ode on a Distinct Prospect of Eton College, by Thomas Gray, Reprint of T. J. Wise's copy of the rare original edition, 1747, New York; Oxford University Press, American Branch, \$1.25.

The Oxford University Press is publishing these famous poems of the seventeenth and eighteenth centuries in the delightful form in which they were then issued to gentlemen in ruffles, satin coats, knee breeches and powdered wigs by their booksellers in Pater-Noster Row on Fleet Street. The marbled covers, the fine paper stock, the chaste and early type, the engravings for head and tail-pieces, the ornamental initials and borders, the arrangement of type-for beauty enhance the flavor of the poems and bring new pleasure. As the editions are limited to 550 copies each (in the case of the Johnson Prologue, 400) the price seems low, except of course in comparison with the original shilling for the Pope and sixpence for the others. Such reprints concern not solely students of literary history; they have their lesson printed in italics, letter spaced, across every page, for publishers, writers and purchasers of books of verse today.

The oldest of the poems is Dryden's "MacFlecknoe." The first edition, 1682, is closely followed in spite of the many mistakes in printing. Nothing is known of D. Green, for whom it was done; he is men-

tioned in Mr. Plomer's lists as the publisher of two pieces only, "MacFlecknoe" and the attack on Dryden, "Satyr to his Muse, by the Author of 'Absalom and Achitophel,'" printed also in 1682. This is amusing because the "MacFlecknoe" closes with this notice:

A Gentleman having a curious Collection of Poetry, the most Ingenious and thoroughly characteristic. It is addressed to Martha Blown, and although the advertisement declares on the poet's honor that no portrait is taken from life, yet it has been the literary fashion to seek beneath the Pastorella, Leda, Cecilia, the name of some titled, fashionable lady of the day, and to find it. Clever Pope, who slandered women to pay honor to a woman, and succeeded in pleasing all! The reprint is made of the only separate edition of the Epistle. Later editions of the poet's works showed corrections, changes and considerable additions; they have

however, been disregarded and the folio of 1734 followed.

The School-Mistress, written in imitation of Spenser, opens with this frank advertisement: "What Particulars in Spenser were imagin'd most proper for the Author's Imitation on this Occasion, are his Language, his Simplicity, his manner of Description, and a peculiar Tenderness of Sentiment, visible throughout his Works." The poem first appeared in a volume, "Poems upon Various Occasions," in 1737, but for the separate edition of 1742 it was expanded from 12 to 28 verses, the advertisement, index and Latin mottoes added. Six years later it was further expanded to 35 verses. Since the first appearance was not perfect and the third was not easily accessible, the editor chose this edition, of which he possesses a copy.

Thomas Gray's Ode, typographically on one of the loveliest of these reprints, follows T. J. Wise's beautiful uncut copy of the excessively rare original. It is particularly rich in engraved decoration.

The Drury-Lane Prologue and Epilogue is printed by W. Webb, not by Cave, who printed the first and authorized edition in the same year, 1747. The issue is assumed to be piratical, but is so rare that the editor does not believe it has ever been noticed heretofore.

Men and Mansions, by Harold Spender, London: Butterworth, 18s. net.

MANIONS maketh Man? is Mr. Spender's rephrasing of the old adage but the interrogation mark behind it is our own, for surely there is more of rhetorical device than of truth in the author's contention that all the stately English homes with which he has played a predominant part in shaping the lives and characters of their owners. There are, of course, particular cases in which the mansions and the men, so to speak "go together"—Hatfield House and the Cecils, for example, and Hampden House and John Hampden; but a

sense would bear out the argument:

Story Well Told

However that may be, the story of the strange adventure is very well told. The purchase, as we know, was the outcome of a sudden impulse on Burke's part. It cost him £17,000 at a time when to all seeming he had scarcely a penny. A little light, but not much, is thrown on the mystery by "The Farington Diary." The money appears to have been forthcoming through a gift from Burke's cousin William of "Indian Stock"—the "chartered" of that time.

"Gilded with this great and unaccustomed wealth," Mr. Spender writes, "he (Edmund Burke) went out and bought the thing he most desired—a home. He took a ride to Beaconsfield—and returned to town the owner of 'Gregories'." The episode stands out almost alone in Burke's life. He was never a gambler.

"Gregories," we may say, was Burke's only "flutter." A poor Irish adventurer, earning a precarious livelihood as secretary to various eminent political leaders, suddenly becomes the owner of a great country mansion. All the world wonders. Perhaps the most extraordinary tribute to Burke's integrity of character is that, in face of this astounding event, not a single contemporary critic—not even the most cynical—connected the event with political corruption."

Destroyed by Fire

The building was destroyed by fire in 1814 and all that is left of the site is "a long low grassy terrace in front of a hedge which divides the fields where Burke's gardens flowered

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THE HOME FORUM

Longfellow and the Child

ATE March, a waning afternoon, L and I was standing by the window waiting. The fields were covered with the stubble of grain long since garnered, or, plowed for the early planting, the brown earth was set under the setting sun. In untouched hollows there was still a gleam of snow. A robin hopped about one of the two dark pine trees in front of the old gray farmhouse, tentatively, exploring, as if uncertain of the wisdom of his return from the south. And I was waiting for a book. Wheels, wheels, but none of them the carriage I awaited. Returning farmers in round caps pulled low over the ears, muffled necks, driving unclipped horses went by; the loose boards of their wagons rattled and the axles squeaked in the sharp air. I could see them pass in the space between two trees, but the glow of sunset could not touch them. The sun was sinking behind the houses which faced east. Seeing him, a clear day from an upper floor we could glimpse the sea, a narrow blue line on the horizon, but I was in the low-heamed parlor and the day was nearing dusk. ♦ ♦ ♦

I was expecting a book from my mother. I have always wanted books, special books, but never before nor since have I wanted one so much as this one. I was particular about the edition, too. It had to be the Household Edition put out by Houghton Mifflin, which had been in somebody's hands, probably my teacher's. There was one girl at school who had an illustrated copy, large print and not complete. I remember that now, and how strongly I objected to it. My teacher had made a great impression on me, a small woman with black hair, very dark and plain. Between us there was a strong bond of sympathy. I did not analyze it then but I can now. In me she saw herself. We were both plain. When she looked at my black pigtails, tight ones made to come out straight, she saw herself. She corrected me, but there was love behind every word. Once she praised my pronunciation of the word "warrior," and I trod on air for days. It was this teacher who had the great admiration for Longfellow.

Someone had given me a little booklet containing a few of Longfellow's poems, too colorfully illustrated, and from this an adult member of my family insisted that I learn a poem or two by heart. As I helped make the bed in the mornings I was expected to recite a verse. "The Light of Stars" was in that book, and even then I did not think the first stanza poetry. I could not help singing it, and so many many years ago Edward Alfred Noyes from his verse and I discovered then that poetry could be read as music, but not as I painstakingly rendered those four lines. Trepidation gripped me as I quavered it. I knew something was wrong, inexperience groping for a reason why. And it was this very stanza which I was called on to read one day at school. I wondered why a woman who could so love that exquisite poem "Daybreak," filling

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Letters to the Editors
Christian Science Quarterly

A Protest

Written for The Christian Science Monitor
Who shall make verses, and I none?
Where is a man with any better right?
Much has been given me, indeed;
The overflow, falling to the ground,
Should make some melody,
Like crystal drippings
From a bucket in a well.

Winds have blown over my fields:
And not a spruce tree that would
let them go,
Nor make itself some low-voiced tune
To croon, if not to sing.
I must be mute!

The sun has risen on my head:
And not a nest of birds
But would exult, seeing him come,
And fill the morning air with vocal
dawn.
Have I no morning voice?

"And sinking silently,
All silently, the little moon—"

those simple lines, "A wind came up out of the sea, and said, 'O mists make room for me,'" with such sympathetic understanding, should choose this poem out of all she could have chosen.

It held onto the back of the seat in front of me. We were in the auditorium, and its vastness spread out from our spot under the balcony.

About one of the two dark pine trees in front of the old gray farm-

house, tentatively, exploring, as if uncertain of the wisdom of his return from the south. And I was waiting for a book. Wheels, wheels, but none of them the carriage I awaited. Returning farmers in round caps pulled low over the ears, muffled necks, driving unclipped horses went by; the loose boards of their wagons rattled and the axles squeaked in the sharp air. I could see them pass in the space between two trees, but the glow of sunset could not touch them. The sun was sinking behind the houses which faced east. Seeing him, a clear day from an upper floor we could glimpse the sea, a narrow blue line on the horizon, but I was in the low-heamed parlor and the day was nearing dusk. ♦ ♦ ♦

I took a long breath, long enough to carry me through the whole poem, I thought. But I was not called on for that. Out of the whole nine stanzas I was asked to read the only impossible one.

"The night is come, but not too soon," and my voice, a foolish thing, somewhere between the spaces.

"And sinking silently,
All silently, the little moon—"

that was the terrible place, that "little." What I did to it was inevitable, as inescapable as when I read it today.

"Drop down behind the sky."

There was a silence, a long, silent pause. And then my beloved teacher spoke. I do not think she had ever been more disappointed in her life. Her regret was acute. Her enthusiasm went down even as that moon of mine had dropped behind the sky. ♦ ♦ ♦

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"Drop down behind the sky."

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Some one had given me a little booklet containing a few of Longfellow's poems, too colorfully illustrated, and from this an adult member of my family insisted that I learn a poem or two by heart. As I helped make the bed in the mornings I was expected to recite a verse. "The Light of Stars" was in that book, and even then I did not think the first stanza poetry. I could not help singing it, and so many many years ago Edward Alfred Noyes from his verse and I discovered then that poetry could be read as music, but not as I painstakingly rendered those four lines. Trepidation gripped me as I quavered it. I knew something was wrong, inexperience groping for a reason why. And it was this very stanza which I was called on to read one day at school. I wondered why a woman who could so love that exquisite poem "Daybreak," filling

Charles C. Butterworth.

A Persian Paradise

After being subjugated by the Assyrians and forming part of their empire, Egypt was conquered by the Persians in 525 B.C., and remained under their dominion for about two centuries. First I should hear Bayard's hoofs and then in a few moments see the light; only one I should see, but there were two. I could imagine the other one shining on the farther side of the hills. The light was mysterious now in the dusk when I turned my eyes from the darkened garden. Far off a dog was barking, his voice echoing across the still country, and with the sound came another, voices outside and the opening of the gate. So I had missed them after all. Then I heard my grandmother calling me, and some how I knew that my book had come. ♦ ♦ ♦

Would they never come? The garden was growing dark, shadows everywhere. The carriage lamps would be lighted; they would approach like huge fireflies in the darkness. First I should hear Bayard's hoofs and then in a few moments see the light; only one I should see, but there were two. I could imagine the other one shining on the farther side of the hills. The light was mysterious now in the dusk when I turned my eyes from the darkened garden. Far off a dog was barking, his voice echoing across the still country, and with the sound came another, voices outside and the opening of the gate. So I had missed them after all. Then I heard my grandmother calling me, and some how I knew that my book had come. ♦ ♦ ♦

It is the most lined and interlined of all my books, this volume of Longfellow. The margins and fly-leaves are filled with notes and criticisms, my own and others, and it was passed along to me along with my shelves.

Until the reign of Chosroes I, the most illustrious King of the Sassanid Dynasty, flourishing in the sixth century A.D., our knowledge of the Persian paradise-plea is incomplete. His travelling carpet furnished a valuable key to much literary information. This magnificent rug, sixty ells square, was covered with a design symbolizing the cosmic cross and depicting the type of pleasure garden admired not only then, but for centuries afterward, in both Persia and India. It showed a square enclosure divided by two streams of running water, and containing paths and beds. Seed pearls represented the gravel; trees and flowers were of gold and silver thread. On the outside border were shrubs ornamented by many-colored precious stones. It was called the "spring carpet." . . .

Many later rugs elaborate the same idea. Perhaps the most interesting of those now in existence is one that belonged to the Shah Abbas, who laid out some fine gardens in the Persian capital at the beginning of the sixteenth century. On this carpet water-courses accentuate the two main axes and at their intersection is a square of water dominated by a small pavilion or a fountain-basis. Birds are swimming in the pool, and on each side of the canal are star-shaped beds suggesting those beside the long central canal leading up to the Taj Mahal. Eight octagonal kiosks symbolize the eight pearl pavilions of the Moslem Mosques. The similarity is striking between the garden I have woven into this rug and the plan outlined in an eighteenth-century color drawing showing Mohammed Shah riding in a Persian garden.

"My Lost Youth" which came to Longfellow suddenly in the night is, I think, almost the most beautiful of all his poems, with its refrain of a Lapland song.

"I remember the black wharves and the slips,
And the sea-tides tossing free;
And Spanish sailors with bearded heads,
And the beauty and mystery of the ships,
And the magic of the sea.
And the voice of that wayward song
Is singing and saying still:

"A boy's will is the wind's will,
And the thoughts of youth are long,
long thoughts."

It is remembering that poem, perhaps more than any other, that makes one tolerant of the power that who laugh at this big one. He is too easy to understand, they say, and this is not a "voice." But anything genuine can be done in simple language. It is only nothing that needs to be well clothed to hide its poverty.

Longfellow had a glorious background for a poet: tradition and culture and education. He takes you from Scandinavia to Greece, and from Italian, Spanish and French, German and Danish and Anglo-Saxon, he made some rarely beautiful translations. No culture can compare with it; he is not born, and some of the loveliest poems we have were made by peasants who put their feeling for their country for the joy of the pathos and the dashes, and the flowers and the forest into universal language. But Longfellow was born poet, too, and one with rare good sense. To prove that I will quote from his "Elegiac Verse."

"Let us be grateful to writers for what is left in the ink-stand; When to leave off is an art only attained by the few... Great is the art of beginning, but greater the art of ending."

R. L. A.

March Many-Weathers

Mad March Many-Weathers
Blusters in;
Wood-birds fluff their feathers,
Buds begin;
Bound brooks burst their tethers;
Keenly blow;
Rolling winds that rout the snow.—Arthur Gilman, in "The Mirthful Lyre."

The Streets of Scotland

RED-TILED roofs, quaint gables, and whitewashed cottages with long yellow chimneys; such are the typical characteristics of a Scotch village street, or "wynd" as it is often called. Turning off from the main thoroughfares these steep and winding streets lead houses and courts, where ancient houses cluster in peaceful seclusion.

High Street of the "lang toun" of Kirkcaldy, his gifted little child friend, Marjorie Fleming, first saw the light. A beautiful friendship existed between Sir Walter and this little maid whose memory has been immortalized to us by Dr. John Brown, in his tender account of her nine years.

In the Border Country, during those troubled early days in Scottish history when "raids" were everyday occurrences, the houses of the people were built close together along narrow streets, where ancient houses cluster in peaceful seclusion.

"All Thrums was out in its wynds and closes . . . to look at the new Auld Licht Minister," says Barrie in his "Little Minister." The third floor of a house in "The College Wynd" in Edinburgh was the birthplace of Sir Walter Scott; while, some thirty years later, in a house on the winding

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STOCKS SHOW AN UNSTEADY PRICE TREND

Fluctuations Are Wide and Erratic — Further Profit Taking

Stock prices drifted irregularly today with wide fluctuations taking place in a number of specialties.

Willard Co. preferred soared 214½ points to 60 on reports that a lifting of the receivership was imminent, and then broke to 41, when stock was priced for sale.

Reinforced weakness developed in Radio Corporation, while substantial net declines were recorded by American Car & Foundry, Associated Dry Goods, Commercial Solvents, International Paper and Interborough Rapid Transit, all of which sold 2 to 4 points below yesterday's closing levels.

Maxwell Motor and B. & T. touched new 2025 highs at 88 and 33, respectively. Independent strength was shown by Loos-Wiles Biscuit, Ladd Gas and Detroit Edison.

Pivotal industries yielded on profit-taking. The closing was easy. Total sales approximated 700,000 shares.

Reports that a reorganization plan for Willard Co. & Co., Chicago packers now in receivership, soon would be effective, brought a brisk rally in the company's bonds today after a speculative spurt in the preferred stock.

The 7½ per cent stock, the convertible, was moved up 1¾%.

Other price movements were irregular, with most of the railroad issues showing a downward trend.

Opposition from railroads to the inclusion of the Chesapeake & Ohio Railroad in the Nickel Plate merger continued to pro-

mote the sale of the former's con-

vertible bonds.

SHARP ADVANCE IN WHEAT MARKET

CHICAGO, March 7—Indications of liberal export business today led to active general buying in the wheat market and brought about a sharp

rise. It was explained that yesterday's drastic decline had put United States exporters in a position to un-

dership ships when dependent on sup-

plies from south of the equator.

Germany, Holland, Belgium, and France are said to have made pur-

chases in the country today.

The opening, which was 60½ to 61 cents higher, with May \$1.352 from 60½ and July \$1.63½ to 1.54½, was followed by something of a reaction, and then by a fresh upturn which lifted May to \$1.65.

Corn and oats advanced with wheat. After opening at 1½ to 1½ gain, May 2½ to 2¾, corn eased back some-

what, but soon rose higher than be-

fore. Oats rose 1½ to 1½ off to 1½ up, becoming general.

Provisions were firmer, sympathiz-

ing with grain and with strength of

hog values.

MARKET OPINIONS

Hayden, Stone & Co., Boston: The recent movement of approaching the end of a fluctuating period. Specula-

tively, it would be satisfied with the one it is furnishing at present prices. We believe in taking a constructive view

when justified, but believe there will

come a better buying opportunity than is now offered.

Schinnerer, Atherton & Co., Boston: We have previously stated in these letters that we hold the opinion that the market had entered upon the last stage of the bull movement, and that strength in any direction should be regarded as a fluke.

We do think, however, that opportunity may run until May and possibly into the fall, but that people should be reducing their lines of securities from now on.

E. L. Milliken & Co., Boston: We expect that the next month or two will show sensational rises in many issues. The conservative trader, however, will maintain a cautious attitude.

Stocks are left with a long line of stocks at top prices.

Tucker, Bartholemew & Co., Boston: It appears most probable that the market will again act contrary to the desires of many traders, continuing to indulge in its usual February habit of pulling them to buy stocks at the level of the peaks, and has entered its culminating phase.

The market will spread, and entered its culminating phase.

With the greatest opportunities for large gains, the greatest opportunities, of course, by larger than normal stocks.

The market will spread, and before it is completed there will be a great deal of active trading—much more active than any which have occurred to date.

Emmett, H. Bright & Co., Boston: So far, general bonds and stocks alike, have had a large advance in the last few months, and are in the selection of investments, we also keep watch more carefully on the securities they now own with regard to making profitable exchanges.

S. Bache & Co., New York: Stock and industrial stocks have reached new high ground this year. For an investment point of view, it is not a bad year, but from the viewpoint of selection should be made only where the investment of financial conditions, ability of management and stability of dividends are shown to be on a high

plane.

NEW YORK BANK STATEMENT

The weekly statement of condition of the New York clearing house banks follows:

ACTUAL CONDITION

March 6, 1925. Total, \$3,625,750.

Aggregate reserves, \$69,924,000.

Loans, etc., \$5,371,000.

Cash in vaults, \$4,971,000.

Res. in deposits, \$8,437,000.

Deposits, \$15,244,000.

Circumstances, \$57,144,000.

U. S. deposits, \$14,450,000.

Surplus, \$2,675,950.

Aggregate reserves, \$6,865,000.

Loans, etc., \$3,517,000.

Cash in vaults, \$3,091,000.

Res. in state banks, \$2,938,000.

Time depots, \$4,185,000.

Check circulation, \$2,247,000.

Surplus, \$1,448,000.

NEW YORK, March 7—Favorable de-

velopmental attitude of the financial affairs of Willard Co. & Co.,

Chicago packers, are believed in.

Strength and action of the company's shares. Creditors and preferred bondholders are also next week when bank

holders hope the main bulk of sinking fund requirements will be agreed upon.

Reorganization plans now being worked out are of great interest to the company and will take over outstanding credits.

THE FLINTKOTE CO. PROFITS

The Flintkote Company manufactures asphalt roofings and shingles, re-

ports for the 1924 calendar year not

profits after \$115,000, 4,513,200,000

and \$6,553 amortization of patents, 922,

1923 of \$338,000 after \$61,000 federal taxes

and \$66,513 amortization of patents.

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THE FAIR PROFITS HIGHER

The Fair for the Standardized, Jan. 31, 1925, reports net profit of \$1,270,000 after tax, compared with \$1,267,559 in the pre-

THE CHRISTIAN SCIENCE MONITOR, BOSTON, SATURDAY, MARCH 7, 1925

Fluctuations Are Wide and Erratic — Further Profit Taking

NEW YORK STOCK MARKET

Closing Prices

Sales High Low Last

100 Abilifi, Ex. 65½ 65½ 65½ 65½

1100 Adm-Rv. Ex. 100 100 100 100

1200 Adm-Rv. pf. 53 53 53 53

1200 Adm-Rv. pf. 53 53 53 53

1200 Alcoa, P. & T. 105 104 104 104

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NO CLEAR SIGN YET AS TO END OF STOCK RISE

Market as a Whole Strong
This Week—Bullish Industrial News

NEW YORK. March 7 (Special)—Many speculators, even those who have had years of experience, have been at a loss to understand, for several weeks, why the stock market continued at the rate of about 1,500,000 shares a day on the New York Stock Exchange, and why of a considerable number of issues continued to advance sharply.

During that time, there have been looking for a reaction that would carry stocks down rapidly from 10 to 25 points, in the case of the industrial shares that have gone up with the greatest ease, and as from 5 to 10 points at least in the standard industrial and railroad issues.

It is not necessary to go far to find some of the reasons why these expectations have not been realized. In the first place, the general movement in stocks has been in progress since the day following the election last November, there has been a notable absence of so-called wild speculation in the list of a number of stocks that have been in brief periods in a few industrial issues, but if so they were the exception rather than the rule.

Money Still Plentiful

On the contrary, the trading has gone forward in a remarkably orderly fashion, considering the size of the turnover from day to day, the extent of the advances and the amount of money involved. There is an abundance of money with which to finance the speculation in stocks, and in commodities, for that matter, and also to satisfy an actual demand for investment issues.

With the money position such as it is and with conditions what they are throughout this country, there should be no mystery as to why the stock market has been run at the present volume and with the present trend to prices.

Unquestionably important corporations and banking interests have under consideration the question of how and when will make it much easier to understand why stocks of those corporations and others have been going up in what seemed to be an unjustifiable manner. Just as present there are no signs with respect to such undertakings.

The increase in the regular cash dividend on American Locomotive stocks from 6 to 8 per cent a year ago, the increase in the regular cash dividend of 10 per cent afforded some idea of what the directors of other corporations may do. In addition to larger dividend declarations, it is expected that the corporation's plans of industrial corporations, as well as of railroads, will be made public.

Coolidge as a Factor

Certainly there was no absence of important news this week, notwithstanding the fact that various situations in which Wall Street had special interest went without satisfactory explanation. President Coolidge was the most discussed event in the financial district. It was taken an advance and afterward at marking the beginning of an era of still sounder administration, of financial and also of greater prosperity in this country. The Street was particularly well pleased with Mr. Coolidge's inaugural address.

Washington for many years has been a factor of great uncertainty in the business situation in this country, from the Wall Street point of view. Going back to the time of President Roosevelt, the Street felt that it could never be well to have the president, though it believed that he was not, though he belonged to large corporations and large business in general.

The Street entertained much the same degree of uncertainty with respect to his big affairs. In President Coolidge, however, it feels that the country has a safe and sound man who has set out to do his utmost for the good of his country and its people. Whether he will be able to carry out his measures, it is with this feeling that Wall Street is going ahead with its affairs, under the leadership of President Coolidge.

Bullish Industrial News

There were other dividend declarations and announcements, such as the declaration of a stock dividend of 25 cents per share by the Standard Oil Company, that tended to direct the attention of speculators and investors to the degree of prosperity that corporations have been enjoying during the last year or two. These announcements naturally led to the conclusion that action would be taken by other companies.

From now on numerous financial statements for 1924 will come to hand. Several in addition to those to which reference has already been made will make public during the week. That of the American Smelting & Refining Company showed net earnings of \$21,471,000 compared with an equivalent of \$12,60 a share on the common stock, compared with only \$8,000 the previous year.

The Studebaker Corporation did not do as well last year as it did in 1923 as its earnings were equivalent to only 11 cents a share on the common stock compared with nearly \$5.50.

On the whole, however, railroads and industrials will be able to show satisfactory returns for last year.

The advance in the Bank of England's rediscount rate from 4 to 5 per cent was in keeping with predictions that had been made for some days. It was in keeping also with what might have been expected from the governors of that institution in the desire for their to hasten a restoration of the gold standard and to keep in British financial institutions American funds that have been on deposit with them for some time past.

Perhaps the advance in the New York Federal Reserve discount rate last week and that of the Bank of England this week signified generally firmer money throughout the world, and is hardly to be expected, making any comment on the market, and wiser simply to observe that money in New York tended toward lower levels.

BANK OF GERMANY

BERLIN. March 7—Reichsbank condensed statement (in reichsmarks) follows:

This week, last week
Silver and coin 42,100,000 65,400,000
Gold reserve 907,200,000 879,800,000
Gold in foreign bks 207,300,000 201,000,000
Bills & chgs. 1,000,000 1,000,000
Other assets 1,632,600,000 1,688,900,000
Reichsbank circ. 2,106,100,000 1,832,800,000
Loans to Rent bks 287,400,000 266,800,000

WHOLESALE DRY GOODS
CHICAGO, March 7—John V. Farwell's Company's review of the dry goods trade says: "The market is still strong, but reflects in the present forward movement in wholesale dry goods. The percentage of gain in road orders on the corresponding week of last year has perceptibly increased during the past week."

NEW YORK STOCK MARKET RANGE FOR THE WEEK ENDED SATURDAY, MARCH 7

Yr. 1925	Div.	Company	Sales	High	Low	Last Change	Yr. 1925	Div.	Company	Sales	High	Low	Last Change	
High	Low						High	Low						
67	62	4 Adm. Express.	2400	65	65	65	67	41	5 Adm. Mot.	32000	50	50	51	-1
103	91	4 Adm. Rumely	1700	15	15	15	14	99	7 Gen Am Tk pf.	1000	93	98	97	+1
53	47	3 Adm. Rumely pf.	1900	53	50	52	24	83	6 Gen Asphalt	8400	55	55	57	+2
14	14	4 Air. Rediff.	21500	105	100	100	100	220	7 Gen Electric	73500	262	241	257	+18
54	14	4 Air. Rubber	1000	13	12	12	12	11	6 Gen Elec 6%	2800	11	11	11	
125	125	4 Alaska Juncns.	6900	15	15	15	15	7 Gen Elec 6%	9600	75	75	75		
93	81	6 Alfa. Corp.	1200	12	12	12	12	10	6 Gen Mot 7%	3900	108	107	108	
120	77	7 Allied Chem.	2800	34	34	34	34	107	7 Gen Mot 7%	114300	57	54	54	
82	71	7 Allied Chem. pf.	400	119	118	118	118	67	2 Gen Petroleum	1000	54	54	54	
21	17	4 Alfa. Chem.	42500	80	74	74	73	53	3 Gimbel Bros.	2000	54	54	54	
21	17	4 Alfa. Chem. pf.	5000	20	18	18	18	18	4 Ginter Co.	100	24	24	25	+1
55	40	4 Am. Am Ch pf.	7700	53	49	49	49	17	3 Gold Duct	19400	18	17	17	
87	80	4 Am. Best Ins. pf.	400	86	82	82	82	49	3 Goodrich	88100	55	54	54	
108	85	4 Am. Brake Shoe	2900	103	99	101	104	104	4 Goodyear	11000	88	87	87	
56	56	4 Am. Can. Shoe	22400	155	154	154	154	108	7 Goodyear pf.	11000	107	107	108	
183	158	4 Am. Can. pf.	400	119	118	118	118	21	8 Goodyear	1500	19	18	18	
119	115	4 Am. Can. pf.	1800	22	21	21	21	18	5 Grandy Mfg.	1000	107	106	107	+1
223	192	4 Am. Can. pf.	2800	232	214	214	214	214	7 Go West Sug.	8100	94	92	94	
21	15	4 Am. Chain A.	1800	22	24	24	24	111	7 Go West S pf.	100	110	110	110	
45	37	4 Am. Chicle	600	45	45	45	45	13	4 Green Can.	200	185	184	184	
14	11	4 Am. Chicle pf.	7700	53	48	48	48	17	3 Gold Duct	19400	18	17	17	
16	14	4 Am. Chicle pf.	1000	12	12	12	12	12	4 Goodrich	88100	55	54	54	
144	145	4 Am. Chicle pf.	9400	154	149	149	149	149	4 Goodyear	17700	98	95	95	
24	21	4 Am. Chicle pf.	3800	32	31	31	31	101	4 Goodyear pf.	11000	91	86	86	
94	29	4 Am. Chicle pf.	400	93	92	92	92	101	5 Gulf Mobile pf.	2500	96	91	91	
77	7	4 Am. Chicle pf.	1000	12	12	12	12	12	5 Gulf Mobile	9500	25	25	25	
127	126	4 Am. Chicle pf.	1000	12	12	12	12	12	6 Gulf Mobile pf.	9500	25	25	25	
10	10	4 Am. Hide & L.	1100	11	11	11	11	37	2 Goodyear	11000	31	31	31	
75	67	4 Am. Hide & L. pf.	5600	74	72	72	72	12	3 Goodyear pf.	11000	107	107	108	+1
89	85	4 Am. Ice Co.	1000	81	81	81	81	10	4 Hoe & Co.	500	48	47	47	
93	85	4 Am. Ice Co. pf.	1000	81	81	81	81	10	4 Hoe & Co.	500	48	47	47	
14	11	4 Am. Inter Corp.	6900	37	36	36	36	50	4 Homestead Min.	1200	45	44	45	+1
20	17	4 Am. Inter Corp.	1900	12	12	12	12	50	4 Homestead Min.	1200	45	44	45	+1
14	11	4 Am. La France.	1900	12	12	12	12	50	4 Homestead Min.	1200	45	44	45	+1
25	21	4 Am. Linseed Oil.	1200	62	61	61	61	61	5 Hudson Man pf.	4500	41	40	40	
14	11	4 Am. Linseed Oil pf.	1200	62	61	61	61	61	5 Hudson Man pf.	4500	41	40	40	
12	11	4 Am. Loco.	230300	144	137	141	141	141	5 Hudson Motor	4500	96	91	91	
124	119	4 Am. Loco pf.	400	121	122	122	122	122	5 Hudson Motor	4500	96	91	91	
87	87	4 Am. Metals pf.	1000	114	114	114	114	114	6 Int. Central	6000	118	115	117	+2
105	87	4 Am. Radiator.	1800	98	97	97</td								

Classified Advertisements

SALESMEN WANTED

AN exceptional opportunity is offered to an experienced salesman with extensive experience. Knowledge of the dress trade has been selling such a line to the department stores, and the trade, a large and important trade, is sales with share of profits is offered as partner to the right type of man. The firm is a well known agency of desirable mills manufacturing cotton and artificial silk draperies; applications for appointment will be considered in strict confidence. Box B-13, The Christian Science Monitor, 270 Madison Ave., New York City.

HELP WANTED—MEN

CABINET MAKER, expert in furniture repair. H. P. STANLEY, 386 Central Ave., Highland Park, Ill. (Chicago Suburb.)

NIGHT WATCHMAN, outside buildings, Any Post Office, 919 Boylston St., Chestnut Hill, Mass.

WANTED—An experienced automobile mechanic. L. E. CROPP GARAGE, 172 Douglas Ave., Elgin, Ill.

HELP WANTED—WOMEN

CHICAGO—Congenial person for general housekeeping, no board, \$100 per month. Box 200.

FOR GENERAL duties by private family in Brooklyn; must be accustomed to address "LOANS." 228 Hurt Bldg., Atlanta, Ga.

INFORMATION WANTED

WANTED—Information as to the whereabouts of Margaret Cashman, whose home was in New Lebanon, New York, by her brother, ASHMAN, 305 Third St., Huron, S.D.

NALAD MAKER—Restaurant, fourth floor, Canadian Pacific Bldg.; experience necessary; good references required. See MISS KENNEY, 2007 3rd Street, New York City. Telephone Murray Hill 1476.

HELP WANTED

WANTED—Marcel Water, at least 3 yrs. experience; Christian Scientist preferred. Winthrop, Mass. Ocean 0316.

SITUATIONS WANTED—MEN

EXPERIENCED who has been General Manager, Sales Manager, Factory Manager and Superintendent of factories making high grade dining room fixtures, pianos, bookcases, fixtures, airplanes, soda fountains, Edison phonographs, outdoor furniture, etc. Also, experience in lumber and wood, is now open for position; is favorably known among producers and buyers of lumber and wood. Box 200.

MAN, experienced, desires position practical, good reader. Box 8, 15 Davis Ave., Suite 2, Brooklyn, Mass.

YOUNG married man with wide experience as salesman, now holding executive position, desires position with large company, southern states with headquarters at New Orleans; thoroughly familiar with southern territory. Box 200.

MAN, experienced, desires position practical, good reader. Box 8, 15 Davis Ave., Suite 2, Brooklyn, Mass.

EXPERIENCED housekeeper, having several years' experience in bookkeeping, 7 years office experience, desires position with Christian Science Monitor, 270 Madison Ave., New York City.

CAPABLE woman, companion-attendant, chamber maid, maid of all work, or maid, Box 200. The Christian Science Monitor, 270 Madison Ave., New York City.

EXPERIENCE housekeeper with boy 11 years old is seeking employment as maid, chamber maid, maid of all work, Box 200.

SECRETARY STENOGRAPHER, excellent commercial experience, desires position of responsibility. 530-435, Box W-21, The Christian Science Monitor, 270 Madison Ave., N.Y.C.

STENOGRAPHER and general office work; 8 years' experience; reliable; real estate and law office experience. MISS H. Columbus 6101, Chicago.

REUNED companionable woman seeking position as Christian Scientists preferred. Will go anywhere. Box 200.

THOROUGHLY trained, experienced stenographer, office position, reliable, capable of responsibility. W. T. The Christian Science Monitor, 1438 McCormick Bldg., Chicago.

YOUNG LADY, English, seeks position, experienced, reliable, references. Box M-11. The Christian Science Monitor, 270 Madison Ave., New York City.

SITUATIONS WANTED—WOMEN

BOOKKEEPER—Having had several years' experience in bookkeeping, 7 years office experience, desires position with Christian Science Monitor, 270 Madison Ave., New York City.

EXPERIENCED housekeeper, having several years' experience, desires position of responsibility. 530-435, Box W-21, The Christian Science Monitor, 270 Madison Ave., New York City.

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SITUATIONS WANTED

MARIE-LAURE, extensive experience as private secretary and expert stenographer, desires position; husband executive ability and income; good references. Box 200.

GENERAL business, office work, good references. Box 200.

TEACHERS AND TUTORS

TEACHER experienced in tutoring, desires position for summer; willing to travel. Box 200.

The Christian Science Monitor, Boston.

DRESSMAKING

DRESSMAKER, experienced, specializing in dressmaking, women's, men's, children's, infants' and babies' wear, \$200.

EXPERIENCED DRESSMAKER

References: Mrs. F. C. DODD, 19 West 2nd St., New York City.

SINGERS WANTED

SEVERAL girls good voices for small ensemble group. Call evenings DODD, 19 West 2nd St., New York City.

CONTRACTORS

ROBERT JOHNSON, BUILDER

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"First the blade, then the ear, then the full grain in the ear"

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EDITORIALS

In the course of his inaugural address President Coolidge, not boastfully, but with the desire to emphasize the fact, stated that the natural resources of the United States were practically inestimable. That declaration, unembellished, probably has been made many thousands of times. But it

may be that those who have accepted it as true, and those who have only carelessly regarded its significance, have not given it serious thought. It is not something to be boasted of merely. Rather should its realization serve to impress upon the American people a sense of their tremendous responsibility in an era when millions of the world's people are struggling, some vainly, and some hopelessly, in their efforts to acquire the bare necessities of existence.

The Legislature of Arizona, a day or so ago, enacted a law which permits the incorporation of companies or associations organized for research, investigation and experimentation in agriculture, horticulture and similar branches of productive industry, and exempting them from taxation. In Arizona, as in almost every state of the American Union, there are vast undeveloped areas of arable lands and forests which are as yet undeveloped or but partially utilized. The natural wealth of America has been, and still is, so great that it has not been deemed necessary, or even economical, to practice that conservation or to develop those methods of intensive production which perhaps would increase two-fold or more the world's supply of foodstuffs and raw material for clothing and housing. There remain large sections of the public domain, as well as millions of acres of land granted to railroads and colleges, which might profitably be developed and made productive under a benign economic system which would exempt these tracts from taxation for a long period of years. Similarly millions of acres of forest lands might be restored. But the burden of taxes upon industry is now too heavy to make such development possible. Thrift is too easily penalized. The assessor and tax collector never fail to exact bounty from those who build their homes in the open. The plow that breaks the sward on the prairie smooths the way for those anxious to attach to themselves a share of the reward of the worker.

The President made it quite plain that it will be the effort of his Administration to lighten, as much as possible, the tax burden now borne by productive industry. There is Biblical authority for the admonition, "Thou shalt not muzzle the ox that treadeth out the corn," as well as the statement, "The labourer is worthy of his reward." But there is no denying the fact, as the President pointed out, that the present policy of levying and collecting taxes continues what is actually an iniquitous muzzling of the patient ox and an equally iniquitous denial to those who labor of the just rewards of their industry.

But in its larger aspects the problem is still more complex. This same penalizing of industry, if it has the effect of preventing or of even retarding the development of American resources, works a serious hardship upon those people of the world who should be privileged to share, in the general distribution, the bounty which unfettered American industry and initiative would cheerfully supply. There is no longer a tenacious clinging to the obsolete doctrine of American isolation. Few have the temerity, in these days of a broader understanding of a common brotherhood, to arrogate to themselves the questionable title of isolationist. In this same remarkable address, President Coolidge pointed out to his fellow countrymen their duty in extending encouragement and aid to their brethren throughout the world. He made it plain that this assistance should be given in ways which will not tend to entail entanglements or a participation in controversies which are no concern of theirs. But he proffered them no release from that obligation which humanity and charity impose.

Ways and means which would insure the results desired are not difficult to devise. First of all, and most important of all, is the necessity of avoiding, in every branch of political and industrial activity, that extravagant and unnecessary waste which no economic structure can long survive. There are those reasonable economies demanded by reason and common fairness which, if practiced, would aid in solving the whole problem. But the problem will not solve itself. Those to whom authority has been delegated to effect this reasonable equalizing process must see eye to eye with those in whose behalf they are supposed to act. This means that human selfishness cannot be the controlling factor in deliberative and legislative assemblages, any more than it can be allowed to control in friendly and neighborly intercourse or in the day's work.

One of the first acts of Emory R. Buckner, after assuming office as United States District Attorney in the territory comprising New York City, was to outline plans for the closing, by court order, of at least fourteen of that city's cabarets, clubs and fashionable restaurants.

Mr. Buckner states that he has, at his own expense, obtained evidence against the places named, and that he will proceed at once to compel their closing and padlocking by quick and effective judicial processes. In his opinion it is not possible to stop the sale of intoxicating liquors in such places by methods heretofore followed. He points to the fact that it has been the custom to arrest waiters, bellboys, porters, bartenders and others accused of making direct sales of illicit beverages, usually without molesting or punishing those higher up who are responsible for the violations of the law. He shows that at present there are some

Conservation and Development

2000 cases on the dockets in the New York courts, and that if all those accused should demand jury trials it would require ten years, with the present available judges, to dispose of the pending calendars.

It is well known that in every large city of the United States there are those who, by employing others to assume the risk of being apprehended in the commission of overt criminal acts, are profiting, so far as the accumulation of money is concerned, through the iniquitous practices described by Mr. Buckner. It is of little real use to prosecute the irresponsible agents and servants of these persons. Every prosecutor and every police chief knows the names of those who incite and make possible this wholesale violation of the law. It is encouraging that a man with the courage and determination apparently possessed by the New York District Attorney has come forward prepared to strike a blow where it will be most effective. His methods might profitably be followed generally.

It can no longer be claimed by prosecutors and enforcement officials that the courts are not in sympathy with the policy of drastic punishment in every case where guilt is established. The decisions of all high tribunals consistently confirm the rights of both federal and state governments to compel obedience to the law. In a decision rendered a few days ago, Judge Garvin, in the Federal Court of Brooklyn, N. Y., sustained the action of the Government in seizing and confiscating a \$200,000 cargo of wines and the Dutch schooner Zeehond, captured fifteen miles off shore in 1923. The decision upheld the right to confiscate vessels landing or proposing to land liquor in the United States from any point on the high seas. In the case at bar it was held that the venture of the Zeehond constituted attempted fraud, as described in Section 592 of the Tariff Act of 1922.

Under the section cited it is provided that any person enters or attempts to enter merchandise into the United States by means of a false invoice, declaration, or paper of any kind, or by means of any fraudulent practice, such merchandise shall be subject to forfeiture. The particular decision is regarded as establishing a precedent, in that it upholds, for the first time, the Government's right to capture and confiscate alien rumrunners on the high seas, without regard to any agreed limitation as to distance from shore. It has seldom been found difficult to establish the illegal intent or purpose of these skulking smugglers. Their presence in American waters, laden with illicit cargoes, should be regarded as prima facie evidence of their participation in a conspiracy against the Constitution and laws of the United States.

It is against these carriers of illicit cargoes and against the proprietors of dispensing agencies ashore that the full power of the federal and state laws must be directed. The cringing bootlegger is not doing all the damage. With those who supply his wares and those who protect him in his nefarious traffic, sharing his gains with him, rendered harmless by the use of coast-guard guns and padlocks backed by court orders, the traffic will be effectively checked.

A striking warning against the prevalent habit of creating panics has been offered by the experience of France.

A French Warning Against Panic

Both the Government and the Opposition, in attempting to score off each other, perpetually alleged the existence of a "peril," with the result that the "peril" began to take shape, and with the disappearance of confidence the franc began to fall. The supporters of the Government, on the one hand, described every action of the Opposition as "fasciste." The Opposition, on the other hand, declared that the Government was preparing the way for Communism. Both sides manufactured, and then magnified, "perils" which at first were purely imaginary, and the consequences of this insistence on danger were, in fact, serious.

The Opposition alleged that the Government was making an attack on Capital. It was at the mercy of the Socialists, its allies, and could not do otherwise. It was asserted that it was prepared to put into operation the doctrines of Socialism. The result of such statements was to induce many susceptible persons to send their money out of the country. They were alarmed and already saw France delivered over to the extremists. The Government, for its part, was unwise enough to indulge in recrimination of the same kind, and represented its antagonists as fomenters of civil war.

What could the ordinary man in the street suppose when he heard the politicians hurling their denunciations at each other? He began to believe that in reality France was on the eve of grave events, and that the franc was about to follow the downward path already taken by the currencies of Germany, of Austria, of Hungary, and of other countries.

It is unnecessary to decide between those who take this or that view of the general policy of M. Herriot, but on one point everybody must be agreed—that it is now necessary for the French to rally in the defense of the franc and to cease the exchange of accusations that can only destroy confidence. It is more than ever confidence which is needed in France, and in so far as it is lacking, there is a doubtful prospect.

The moral element more than any other will decide whether the financial difficulties will be overcome.

While Frenchmen continue to set up all kinds of bogies, while they discover dangers at every corner and blame each other for the creation of "perils," there will certainly be ground for uneasiness. But if they would only join hands and cease this search for anything and everything designed to shake their own confidence in themselves and in their country, then most of the troubles would vanish. Nobody can pretend that the office of Financial Minister in France is one which is exempt from anxieties.

The work that has to be accomplished will prove to be arduous. But France can be placed in a satisfactory financial position if the problems which are becoming more and more pressing are tackled with sincerity.

What is abundantly clear, however, is that if the French continue to look for dangers they will bring about their own destruction, and the

lesson of these alarmist statements which have begun to sap confidence is one which has a very general application. Those who sow fear are the enemies of their own country; those who, for party purposes, clamor most loudly about the possibility of disaster are precisely those who will make disaster certain. It is in a cessation of these exhortations to terror that French financial salvation will be found. Nothing could be clearer than this; that if one-half the country cries out that the other half is ruining it, and the other half replies that ruin is fended off by the first side, then the very concentration of the attention upon ruin is an invitation to this very condition.

But Frenchmen will have, it is to be hoped, the good sense to see in time that it is not by frightening each other that anything can be achieved, but only by courageous unity and cooperation in handling fiscal problems.

Cadenzas, those brief episodes, or digressions, for solo instrument with which composers are wont to embellish certain of their longer and more formal works, may be imagined as saving the day for many a piece at its first presentation. With what impressiveness they are introduced, everybody acknowledges, though with what purpose, probably no two persons would explain in the same way. Interrupting noisy proceedings with a message of calmness and serenity, they must in many cases, bring antagonistic listeners to immediate capitulation.

Those who were present at the recent concert in New York at which a work of the extreme modern school, "Intégrales," by Varèse, was produced, could scarcely have felt charmed with the strange, jarring sonorities of the main portion of the work. But they could certainly not resist the persuasion of a solo reed that, toward the close, descended a couple of times, in all quietude and simplicity, on the main theme. To take a parallel case early in the last century, when Beethoven seemed a rebel and an innovator of the first order, those who attended the original performance of that experiment of his, known as the symphony in C minor, could not have heard the oboe, as lonely as a Greek oaten pipe, sound its little complaint at a moment of pause in the tempestuous opening, without owning themselves conquered straightway.

But cadenzas not only help to win the victory at the outset; they tend also to make it permanent. How many people carry, written indelibly in their hearts, the shepherd's tune which the English horn plays, unaccompanied, at the beginning of the third act of Wagner's "Tristan and Isolde," nobody would venture to estimate. For another side of the matter, there are those today who talk of the music of Strauss as falling out of public favor. Let them, for the sake of saving their theories, take care to avoid concerts on the programs of which his tone poems are scheduled. The solo violin will challenge their sensibilities with one of those brilliant, delicate, ingratiating flourishes of which Strauss alone knows the secret, and their opposition will end.

The Wagner and Strauss instances may stretch the definition a little; and even in the Varèse example, "cadenza" may not be the precisely appropriate word. The idea, nevertheless, remains; and the casual solo passages that held "Intégrales" down to common understanding on the occasion of its production, should secure the work to popular approval in seasons to come.

Editorial Notes

An article recently published in one of America's foremost chemical trade journals tells its own tale, if one reads even but slightly between the lines. It was entitled, "Iodine," and read in part:

In the long run, the position of the iodine market is controlled by the fact that the total supply, if it were not regulated, would undoubtedly exceed the demand. The world's production of iodine in 1889 amounted to 345,000 pounds, and in 1891 to 960,000 pounds. No figures are obtainable on the present production, but the fact is generally known that more iodine is thrown away than is placed on the market.

Attempts in a half-hearted way have been made to increase the consumption of iodine. Experiments have been carried on in Rochester, New York, and on the Pacific coast for using iodine in city water in order to prevent acne.

The producers are now trying to increase the permanent consumption of iodine by educating the world public in new and present uses.

No one could accuse this writer of a lack of professional candor!

"So long as we produce good plays, there will be good audiences for them," said John Golden, leading American theatrical producer, in a recently published interview. He went on to say that, so long as such was the case also, the theater had nothing to fear from the radio or any other invention the popularity of which had caused certain individuals to declare that the theater's knell had been sounded. And he followed with this apt illustration:

When I first heard of this fight on the radio, it brought to mind a cartoon I had seen years ago. Perhaps I can describe it to you. There was a very little dog sitting alongside a railroad track barking at a tremendous engine and train of cars which were rushing through the town a mile a minute. And the little dog, barking at the big train, disappearing in the distance, was heard to remark, "Thank goodness, I have chased that thing out of this town."

But how many of us, not alone in this direction but in many others also, are just in the same boat with this little dog?

It will be interesting to follow the course of the project aimed at the further development of education in the rural areas of England, which is being considered by the education committee of Cambridgeshire. This committee is working to establish two experimental institutions in that county at Sawston and Bourn. These would be used for the purposes of primary and secondary education and the education of adults by means of laboratories and libraries, and in the manual processes of agriculture. Any rational educational movement is worth at least passing notice, and one with the possibilities for good which this one would seem to have should merit close observation.

Where the Centuries Meet

Houghton Manor is only sixty miles from London. But when you leave the Junction in the toy-like train that ambles along at twenty miles an hour to the station Singleton, you feel that you are in a different world. Singleton is its Norman church and tower, its red-roofed houses and ancient barns, is just as it was one hundred years ago.

My host, Mr. Crackenthorpe, who comes to the door of the manor house as we drive up, to greet his guests, reminds me of the picture of a mid-Victorian squire. He wears side whiskers and is dressed in a russet coat and velvet waistcoat with a high hunting stock round his neck. Mr. Crackenthorpe is of north country origin. His great-grandfather bought the manor house with its 4000 acres, after making a comfortable fortune in cotton and coal.

I dislike the week-end cottage and the country house which pricks a cockney ear in the lanes of Surrey. But I enjoy staying at Houghton Manor, for there I find myself in the past when broad acres, well farmed, with plenty and contentment all around, were the glory of the English countryside.

Mr. Crackenthorpe manages to make farming in Hampshire, if not a paying proposition, an big dividends go, yet a profitable adventure. Two thousand acres under the green grass and woodland, stocked with sheep and cattle—here I am able to study the problems of modern farming in England and the life of the laborer on the land.

The original manor house which was first built in the seventeenth century was burnt down in the civil wars of the Stuart days. There are still the ruins of the banqueting hall with blackened Gothic pillars standing stunted and twisted in the field that lies beyond the sunken garden, with its fountains and statues, which was made when the present house was begun in the reign of Queen Anne. It is a long rambling house in the style of Kensington Palace, to which a wing was added in the early part of the nineteenth century. The original clock tower still stands above the entrance to the house. The rooms are large and stately. There are beautiful candelabra in the drawing room, and many famous pictures are hanging on the walls.

The week-end party is always interesting, with different people meeting together in intimate talk. I personally like to browse among the books in the library, which is in the new wing of the house, a beautiful room in the Adam style. Our host delights in showing us his famous books. He has a valuable edition of Stowe's London which I covet, and he takes care to turn the conversation to new books and pictures, if it becomes, as he says, "too boetic."

There are always something new to discover around the estate in the way of motor plows and machinery, for Mr. Crackenthorpe works his land on the most up-to-date methods. He manages the estate himself with the help of a bailiff who, strange to say, can neither read nor write. But Mr. Bence has a wonderful head for figures which he toots up rapidly on his fingers. He can turn his hand to any work on the land.

The Squire gets all the laborers he wants, and good ones, too. And this is how he does it:

"The new wage boards," he explains, "will bring down the wages of my men. Nearly all of them make over thirty shillings a week, with a cottage rented at three or four shillings a week, which I keep in repair, and a nice bit of garden for their vegetables. Wages are not the trouble. You must give the men a decent living and a chance of a bit more in overtime which lends a spice of adventure to life."

Crackenthorpe chuckles over the idea, as if he had discovered the secret of the management of men. The mechanics who work the motor plows and drive the tractors make up to £3 a week. The skilled engineer is becoming a feature of modern farming in England. The result is that the laborers are contented and an interest in their work. In spite of his rather stern ways, they love their master, for they know that he thinks of their welfare, and that they can always take their troubles to him. In this Crackenthorpe comes of a Quaker family, and although a churchman in name, he practices the ideals of the Society of Friends in his dealings with the men under his care.

But he would not let you know this for a moment. His system, he tells you, is just good business and nothing else. He likes to be thought a hard-headed, practical man of affairs.

There are about fifty families living on the Manor lands with a sprinkling of young unmarried men. They are a self-contained community, for Crackenthorpe is his own miller and baker and butcher. What he grows in corn all goes back to the farm to feed his people and the stock. "Half arable, half grazing"—that is his rule, and out of it he gets the best milk, the finest meat and butter and cheese in the neighborhood. He has set up a cheese factory, fitted with the latest machinery with a great tank with a hot water jacket into which the whey is poured and stirred with a wooden rake. This is the first time that Cheddar and Cheshire cheeses have been made in the district, and the other farmers come to learn, and handle their big round cheeses with envy.

There is a church in the park, but the attendance on Sundays is not too good. For the rest there are lectures with lantern slides in the village hall, once a week, and a lending library in the village, and a cinema strictly censored by Mr. Crackenthorpe. Quite a number of the cottages have wireless sets. There are only two public houses on the estate. It, however, a man gets drunk he is dismissed at once.

I thoroughly respect Crackenthorpe, who has taught England how her derelict acres can be made to blossom again in the fertility of the soil and the happiness of the people.

H. F. S.

The Week in New York

New York, March 7

Carrying the "moyles" to Broadway has rarely reached such a pitch of competition as it did over the views of President Coolidge's inauguration. The first film began its run on Wednesday afternoon. A special train brought the pictures in what is said to have been a record run over a distance of 225 miles, the trip taking 3 hours and 40 minutes, instead of the usual five hours. The reels of film were developed and six prints made in specially equipped baggage car, so that on their arrival they were delivered direct to the theaters by motorcycles, a trifle over four hours after the last ones had been taken. Two other companies used airplanes, but lost their advantage in going from the landing field to the studio, as well as by the extra forty-five minutes required for developing and printing the films after their arrival. The first company, however, in its eagerness to arrive on the heels of the radio and newspaper press, sent its films away an hour before the "plucking" of the last, and what some seemed to think the best, of the golden apples, the administration of the oath of office.

The Valhalla for pianos, the place where the good ones are sent when they go to pieces, has become one of the by-products of the radio industry. No longer need the old mahogany or walnut boards try to resound melodiously to a reckless assortment of noises from ancient strings; they may look forward to the happier fate of leading their grace and elegance to a receiving set, while some instrument far away has the responsibility for the harmony and the endurance of the thumping. The lead has been taken by the classes in manual training in the New York public schools, some of the school boards having given up their classes in the school houses in time to save twenty of the 128 recently demoted pianos from out of the limbo of drawers and mirror frames in the hands of private contractors, and thus preserved them at least as shadows of their ancient resonance.

The forecast of a speaker at the recent convention of the National Retail Dry Goods Association here that the department store of the future would be one of a hundred or more branches of a huge national corporation with central offices and a tremendous purchasing power, may have started already toward fulfillment in the office opened in New York this week by the American Retailers' Association. This is an organization started by a group of nine department stores in as many cities, through whose office their buying will be done, and for which a central office will be established in study of all phases of the department store business. This new development is partly designed to meet the steady growth of national chain stores, as well as the recent need, felt by even the large stores, of the opportunity of purchasing in comparatively small quantities. In this project, however, it would seem only to be falling in line with the steady development that has squeezed the great supply departments of the country's life—labor, manufacturing, transportation and retailing—slowly but surely into national units.

When four organizations of garment workers took an option on a square block of property in the Bronx,